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THE SPHERE

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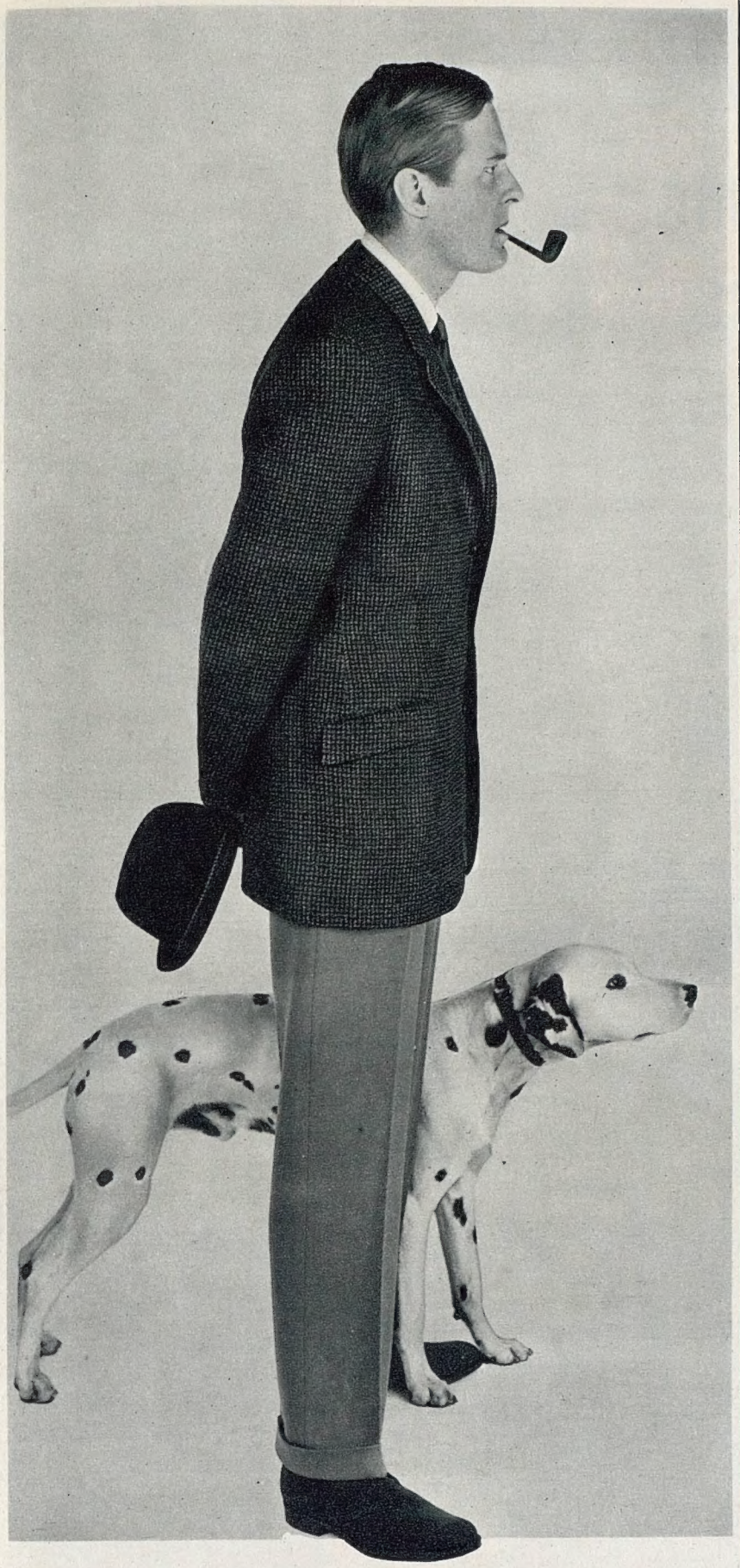
The University of Schweppshire

REPORT ON DRAMA. The amalgamation of S.H.R.O.U.D.S. and the Foglamps resulted in a successful year, although a modern English play by Schwesker, translated into Rumanian and acted on the circular staircase of the 13th century Tower of All Spirits by 12 bus conductors chosen and rehearsed at random, did not get good notices. "If a play is basically something to be seen it must be seen." Accepting this principle, Stükl adapted his version of the Old King Cole story, with its chorus of junior astronomers dressed as nuns, to a specially constructed inverted dome on infra-red telescope lines. Later in the year, deliberately choosing a theatre which was not a theatre, the committee courageously hired, for its *Julius Cæsar* in Old Pretender costume, the building site for the new Budds and Hocking Central Stores. "What we liked about it was that the setting was really *used*," said the *New Schweppsman*. If it seemed natural to the actor saying rhubarb to sit on a concrete mixer when he said it he sat on it.

Future plans are many. Already in rehearsal is the new anonymous drama with its famous television-watching scene set in a nurses home. Though post-sink in tempo, the costumes are Aegean in flavour. Indeed even the director is wearing archipelagic clothes based on recent excavations.

Written by Stephen Potter; designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH



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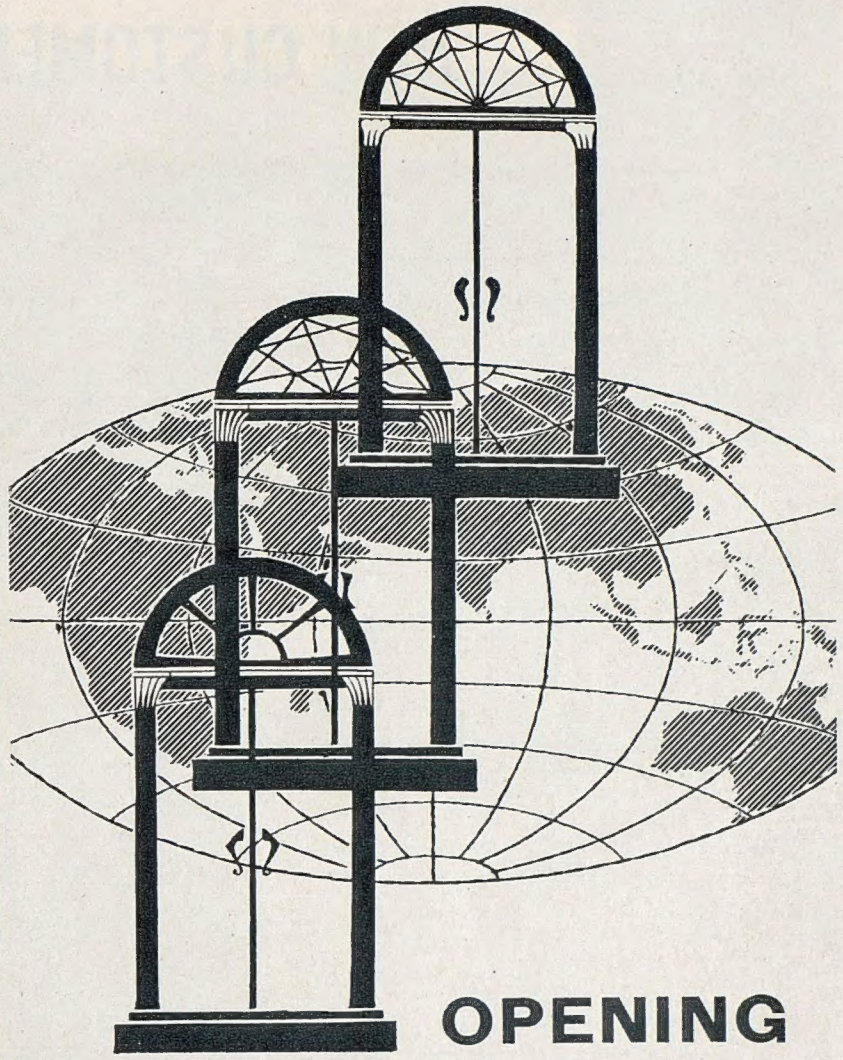

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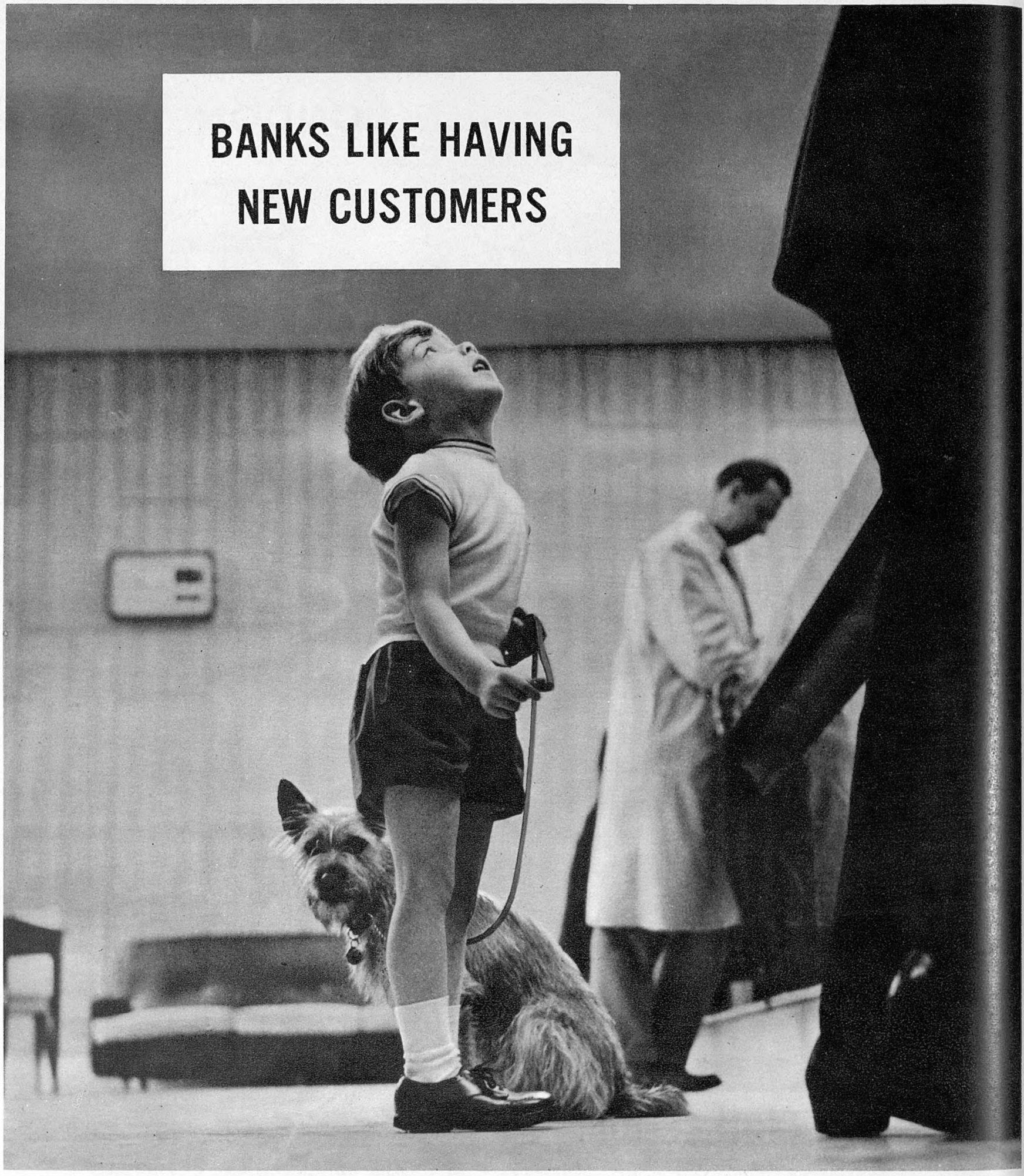

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Volume CCXLVI No. 3189

THE SPHERE

LONDON, July 15, 1961

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With which are incorporated *The Graphic* and *Black & White*

PICKAXE PRESIDENTS

President Nkrumah of Ghana and President Yameogo of Upper Volta stand smiling and holding pickaxes on their shoulders in Paga, on the Ghana-Upper Volta border. They were about to play the leading parts in a ceremony marking the abolition of customs duties between their two countries. A barrier symbolising the frontier had been erected across a road and, with the cheers and encouragement of onlookers, the two Presidents went to work with their pickaxes to demolish it. Ghana and her northern neighbour, Upper Volta, have agreed that there shall be freedom of movement for persons and goods between them. The two main roads linking the countries are to be reconstructed and improved. One result of the new agreement is that the rule of the road in Ghana is to be changed from left to right to bring it into line with the right-hand drive which is the rule in Upper Volta, a member of the French Community. (Ghana and the Common Market, see picture on page 93)

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NEWS SUMMARY

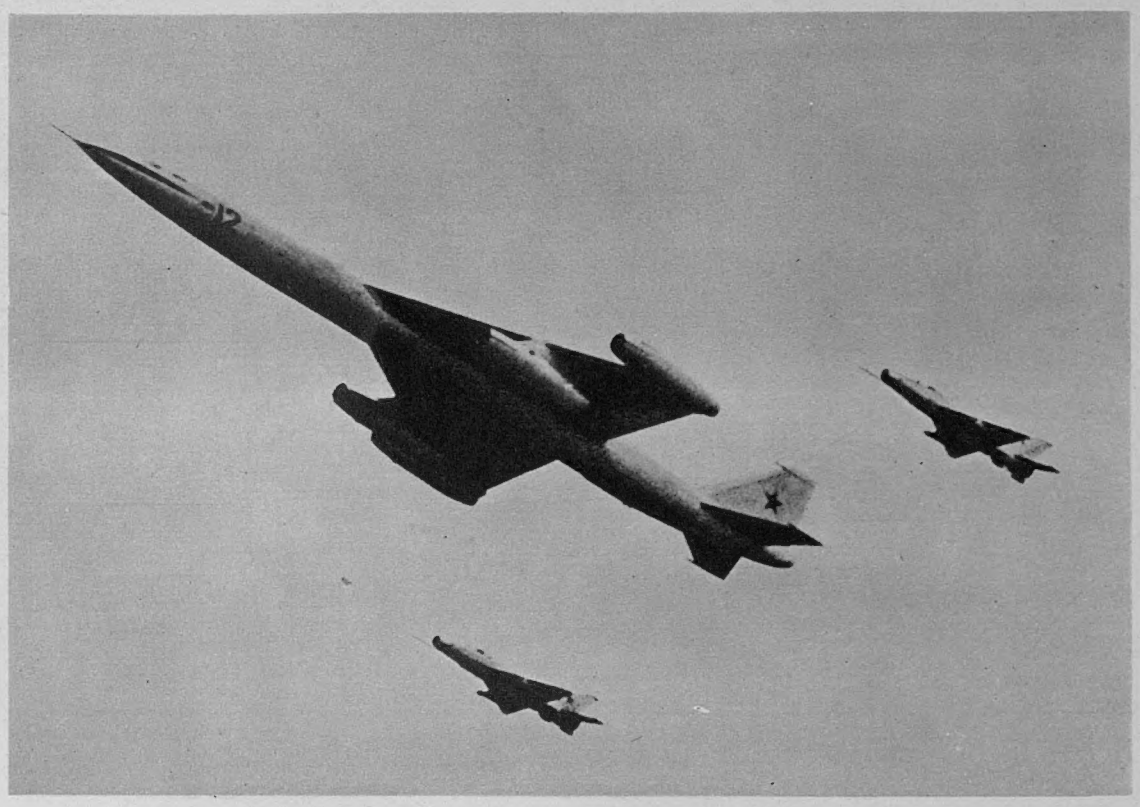
Russia keeps up the Berlin tension; economic restraints expected in Britain; Far Eastern ideological conflicts; Israel joins the "rocket club"

INTERNATIONAL

As this week opened, the major crisis spots continued to be **Kuwait** (see opposite page) and **Berlin.** Speaking at the Military Academy in **Moscow** last Saturday, Mr. Khrushchev stated that " because of Western military steps over Berlin and Germany," the demobilisation of the Soviet armed forces was being suspended. (In January 1960 it was announced the strength of the Soviet forces would be reduced from 3,623,000 to 2,423,000 over a period of two years.) The Russian Prime Minister also stated that the Soviet military budget was to be increased by £1,257,000 to a total of £4,960,000. " Although world war is not inevitable," he declared, " one cannot consider that an outbreak of war has already been fully excluded." He suggested that various proposals for a demilitarised zone in Europe between the East and the West should be reconsidered. The next day Russia displayed her military might in a vast air display over Moscow.

President Kennedy spent the week-end conferring with his advisers on Germany in his holiday home at **Hyannis Port,** Massachusetts. It was thought that Mr. Khrushchev's latest military measures might have been taken under pressure from China. (John Connell writes on Sino-Russian relations in page 86.)

It was reported from East Germany that the population suffering from a food crisis and an industrial depression was becoming increasingly alarmed at the possibility of their being involved in a war over Berlin.



A Russian bomber and two fighters in the Moscow air display

GREAT BRITAIN

The Finance Bill will be passed through the House of Lords at the beginning of next week. The measure will permit the Chancellor of the Exchequer to employ certain " regulators " and it is expected that Mr. Selwyn Lloyd will use them to raise purchase tax and other revenue duties. This may be only one of the measures to be taken by the Government to counter the deteriorating economy of the country.

Meeting in **Brighton** this week the conference of the Transport and General Workers' Union was due to decide whether to continue its support for unilateral disarmament.

The Soviet Exhibition at **Earls Court,** London, opened last week. It was reported last Monday that Major Yuri Gagarin might be accompanied by his space-ship Vostok on his visit to Earls Court. (Pictures of the Soviet Exhibition will appear in next week's issue of *The Sphere.*)

AFRICA

The annual conference of Mr. Kenneth Kaunda's United National Independence Party was held this week at **Broken Hill,** Northern Rhodesia. It was asked to endorse the U.N.I.P.'s central committee's decision rejecting the proposed constitution for Northern Rhodesia. Earlier, Mr. Kaunda said he was willing to lead a passive resistance campaign to " crack every part of the Rhodesian Federation."

In Kenya, members of the Consular Corps in Nairobi visited Jomo Kenyatta, living in restricted residence at **Maralal,** 150 miles from Nairobi. Mr. Michael Blundell, leader of the liberal New Kenya Party and Kenya's Minister of Agriculture, said that he had secretly visited Kenyatta at the end of June. It was widely believed in the Colony that Kenyatta was to be released shortly and was prepared to co-operate with political leaders in finding a solution to Kenya's constitutional difficulties.

The United Nations Committee on South-West Africa, while in **Salisbury,** Rhodesia, was involved in dissension with the British Government. The Committee asked to be given facilities to visit Bechuanaland. The British Government agreed to provide facilities on the undertaking that the U.N. Committee gave an assurance that they did not intend to enter South-West Africa from Bechuanaland. The Committee was unable to give this assurance.

Bechuanaland lies to the east of South-West Africa, which is bounded on the north by Angola and on the south by South Africa. The status of South-West Africa is disputed. In 1919 it became a League of Nation's mandated territory administered by South Africa. Subsequently the Union made a number of constitutional changes. In 1950 the Hague International Court ruled that South-West Africa was still under international mandate and that the Union was obliged to report on its administration there to the U.N.

FAR EAST

In South Korea, General Chang Do Yung, who seized power in a military coup earlier this year, resigned as Prime Minister and chairman of the Supreme Council for National Reconstruction last week. He was succeeded by another member of the Council, Major-General Pak Chu Hi. Later it was announced in **Seoul,** the South Korean capital, that he had arrested General Chang on charges of plotting a counter-revolution. The Supreme Council is a military junta, composed of about thirty generals and colonels.

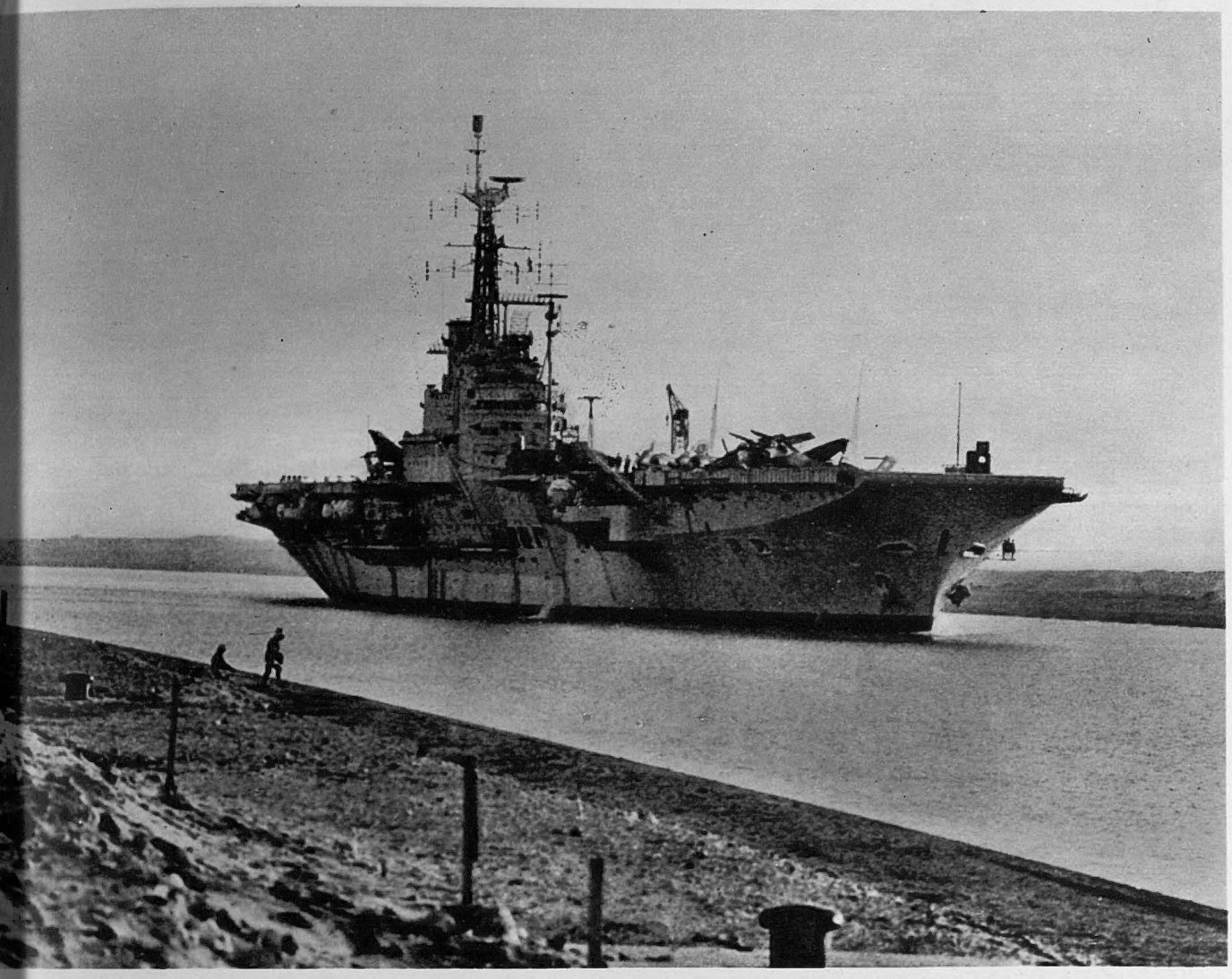
The strained relations between North and South Korea are paralleled in the relations between North and South Vietnam. Over the last month, the military forces in South Vietnam have been engaged in an extensive campaign against Communist guerillas (the Vietcong). According to the South Vietnamese Government, the communists were smuggled in from North Vietnam.

The Mongolian People's Republic (Outer Mongolia) celebrated the fortieth anniversary of its independence. It broke away from China in 1921 to establish friendly relations with Russia. In recent years it has been uneasily poised between the Soviet Union and China and has been courted by both sides. Last year it received well over £100,000,000-worth of credit from Russia, and about a third as much from China. Last weekend, the Outer Mongolian embassy in **Moscow** said that negotiations were in progress to establish diplomatic relations between the U.S. and Outer Mongolia.

ISRAEL

Last week Israel became the first country in the Middle East, and the seventh in the world, to fire a weather rocket into space. It was sent up from the coast of the Negev Desert and reached a height of fifty miles. An official statement said the purpose of the test was " fully achieved." The United Arab Republic's reaction to the news was to announce that it was negotiating with the United States for the purchase of similar rockets.

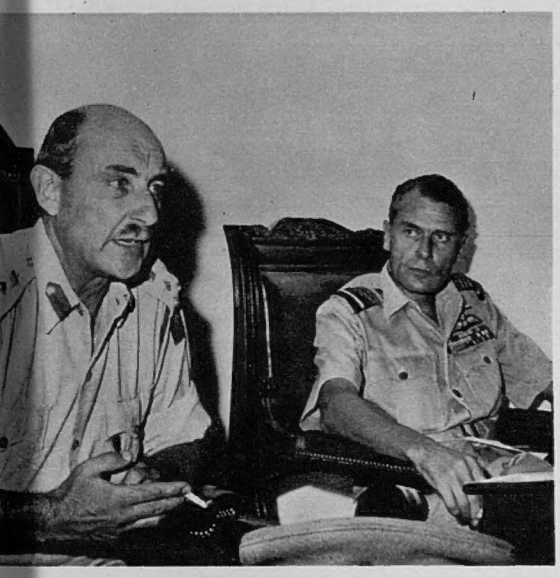
The trial of Adolf Eichmann in Jerusalem entered its fourteenth week on July 10. At the end of the previous week the cross examination of the accused had been started by Mr. Gideon Hausner, the Israeli Attorney-General who is leading for the Prosecution. There was a dramatic moment when in reply to a question Eichmann admitted being morally guilty (" *menschlich schuldig* ") of the murder of millions of Jews. At the end of his direct examination by his counsel, Dr. Servatius, Eichmann had himself read a prepared statement in which he drew a distinction between legal and moral or ethical guilt. The object of the defence throughout the many days on which he had been under direct examination was to attempt to show that in his actions against the Jews and others Eichmann was merely carrying out orders from more highly placed Nazis.



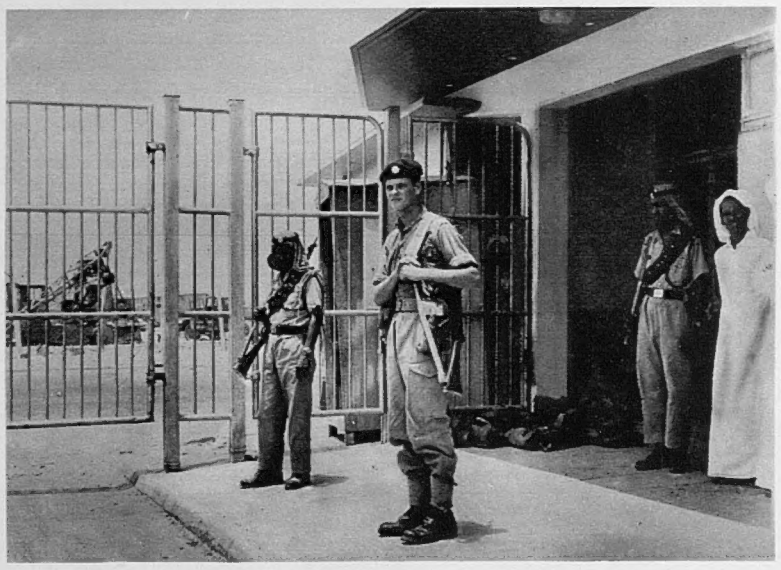
H.M. AIRCRAFT CARRIER *CENTAUR* PASSES THROUGH THE SUEZ CANAL ON HER WAY TO KUWAIT

THE NEWS IN PICTURES

By the end of last week the build up of British forces in Kuwait was regarded as virtually complete. Air Marshal Sir Charles Elworthy, Commander-in-Chief, Middle East, stated that his responsibility " now is to maintain a force of all three Services which, together with the Kuwaiti army, is the minimum necessary to enable us to defend Kuwait's independence." He added he would withdraw certain units in keeping with this minimum defensive policy. For the men out in the desert the extreme heat continued and Brigadier Horsford, the commander of the land forces, was ensuring that everything possible was being done for their welfare. Iraq this week is celebrating the anniversary of the revolution of 1958, which brought General Kassem to power. It was hoped that the Iraqi Premier might use the occasion to make his intentions clear regarding Kuwait. In the Security Council last week Dr. Pachachi, the Iraqi delegate, declared that the recent agreement between the Sheik of Kuwait and Britain was invalid and that the British should be asked by the United Nations to leave the country. A British resolution calling on all members to support the independence and integrity of Kuwait was vetoed by Russia. The U.A.R. abstained from voting on the resolution. Although President Nasser had expressed opposition to the British action in Kuwait, his Suez Canal Authority had permitted British warships to pass through the Canal. Many of the Arab states appeared to wish to see the Arab League settle the dispute between Iraq and Kuwait. With this end in view, Mr. Hassouna, the Secretary-General of the League, visited both countries last week. In London the ruler of another of the Persian Gulf states, the Sheik of Qatar, arrived for a stay and had talks with Mr. Macmillan and Lord Home



BRIGADIER DEREK HORSFORD AND AIR MARSHAL SIR CHARLES ELWORTHY



AN ANGLO-KUWAITI GUARD ON KUWAIT'S WATER PLANT, AN INSTALLATION OF VITAL IMPORTANCE IN THE DESERT SHEIKDOM

Left: THE SHEIK OF QATAR (centre) ARRIVES AT LONDON AIRPORT. **Centre:** DR. PACHACHI, THE IRAQI DELEGATE, SPEAKS AT THE SECURITY COUNCIL IN NEW YORK. **Right:** GENERAL KASSEM IN BAGDAD WITH ABDUL KHALIK HASSOUNA (left) AND QASSIM HASAN, THE IRAQI AMBASSADOR TO PRAGUE

THE QUEEN MOTHER VISITS RUGBY SCHOOL

From her wheelchair, Queen Elizabeth the Queen Mother acknowledges the welcome accorded her by students at Rugby School. Left is the Headmaster, Dr. W. Hamilton, and right the head of the school, J. R. Cove-Smith. The Queen Mother was still suffering from the accident to her ankle. Earlier, Her Majesty arrived in Rugby by helicopter to open the new Town Hall and Benn Memorial Hall. She visited the A.E.I. works in the town. At luncheon, the Mayor of Rugby, Mr. A. Page, presented to the Queen Mother a rugby football for the Prince of Wales. **Above, right:** On her arrival at Perse School, Cambridge, Princess Alexandra is accompanied by the Headmaster, Mr. S. Stubbs. She opened the new school buildings during her visit

PRINCESS ALEXANDRA AT PERSE SCHOOL, CAMBRIDGE

TWO FORMER PRIME MINISTERS AFTER LUNCHING TOGETHER

Left: Sir Winston Churchill and Sir Anthony Eden leave Hyde Park Gate, London, after Sir Winston and Lady Churchill had given luncheon to Sir Anthony and Lady Eden. Last week, the Prime Minister's office announced that the Queen had approved the conferment of an Earldom on Sir Anthony Eden. At the time of writing it was not known what title he would take. It is the custom to offer to every retiring Prime Minister an Earldom, but Sir Anthony felt he could not accept the honour for reasons of ill health when he resigned in 1957. It is expected that he will speak from time to time in debates in the House of Lords. He is aged sixty-four. His first major speech since his retirement was at a Young Conservatives rally in Yorkshire at the beginning of June

CAUGHT IN A BLIZZARD ON BEN NEVIS IN MID-SUMMER

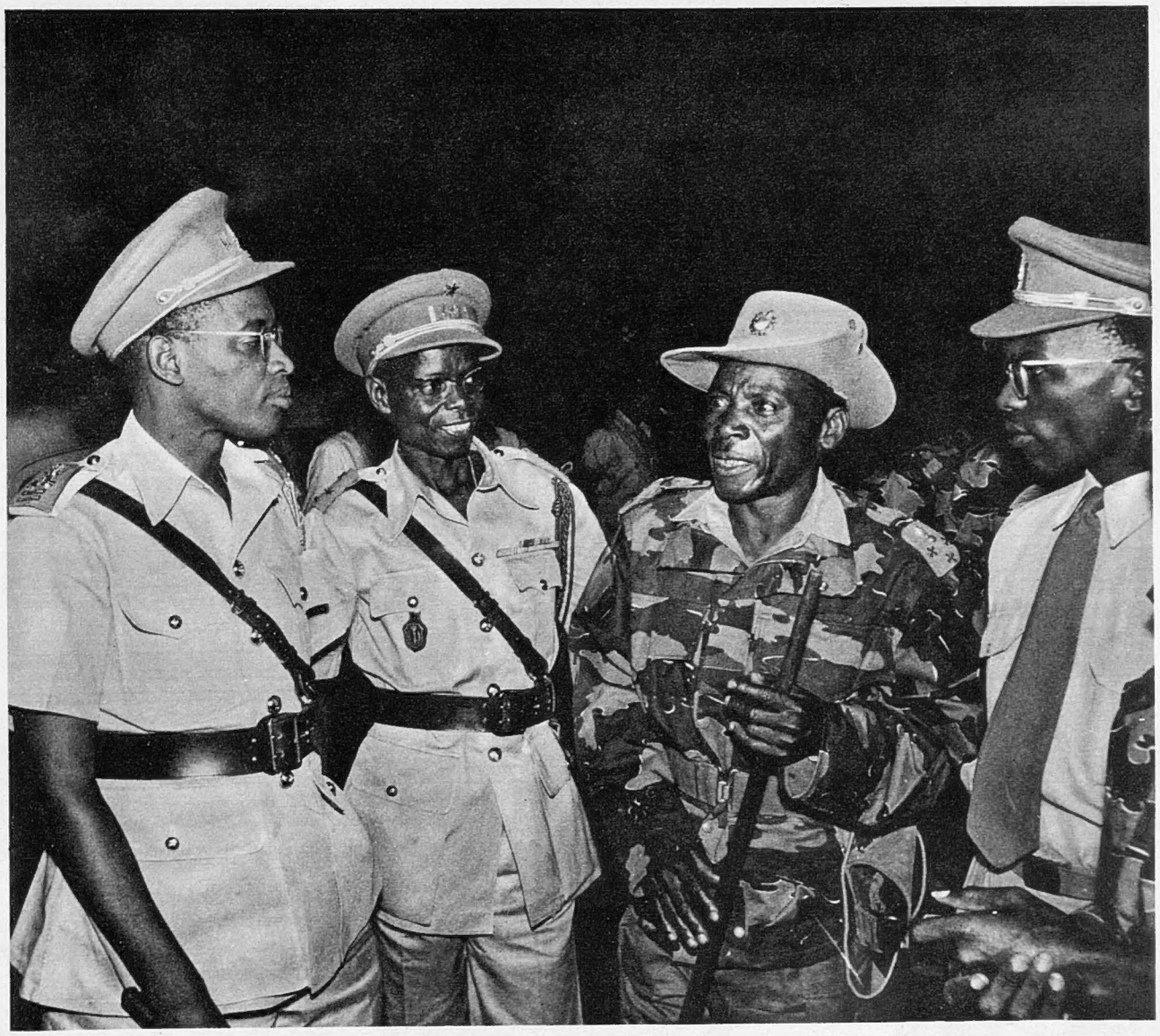
Weary climbers trudge through apparently Arctic conditions on Ben Nevis on their way to seek shelter in a climber's hut on the Scottish mountain. They were forced to wait for some time in the hut until a sudden blizzard had abated. The photograph was taken last month, while much of Britain enjoyed hot sunshine. The weather on Ben Nevis was extremely variable, and inexperienced climbers were caught in summer clothes by fierce local storms

FIRE ON NEWCASTLE-UPON-TYNE CENTRAL STATION

A disused signal box blazes fiercely on Newcastle Central Station after a fire broke out in a cable duct. The fire, which started at the peak of the rush hour, disrupted traffic over a large area and the station's new signalling system was put out of operation, delaying several main-line trains for as long as 90 minutes. Nearly 10,000 sq. ft. of the station roof was destroyed but no one was injured

THE NEWS IN PICTURES

General Mobutu (left), C.-in-C. the Congolese central Government's forces, and his chief of staff, Colonel Kiembe, confer with a Katanga army officer, centre in slouch hat, in Leopoldville. A company of Katanga gendarmerie, flown from Elisabethville, headed the military parade in Leopoldville to celebrate the first anniversary of Congo's independence. It was the first time Katanga troops had been in the city since Katanga broke away under President Tshombe's leadership. But hopes of reconciling the Congolese provinces received a setback at the end of last week when the Lower House of the Katanga Parliament rejected the Tshombe-Ileo unification agreement



KATANGA TROOPS RETURN TO LEOPOLDVILLE AFTER A LONG ABSENCE

Below right: General Abdul Haris Nasution, the Indonesian Minister for Defence and National Security, and his wife are greeted at London airport by Mr. John Profumo, the Secretary of State for War. During his stay in London the General saw Mr. Macmillan, Lord Home, and Mr. Watkinson, the Minister of Defence

Far right: Meeting the Press in Geneva, during the Laos talks, are from left, Madame Nosavan, wife of General Nosavan, a leader in Laos; Sisouk Nassampachak, of the Royal Laotian delegation; Than Tran-Chanh, leader of the South Vietnam delegation and Prince Boun Oum, the royalist Laotian premier

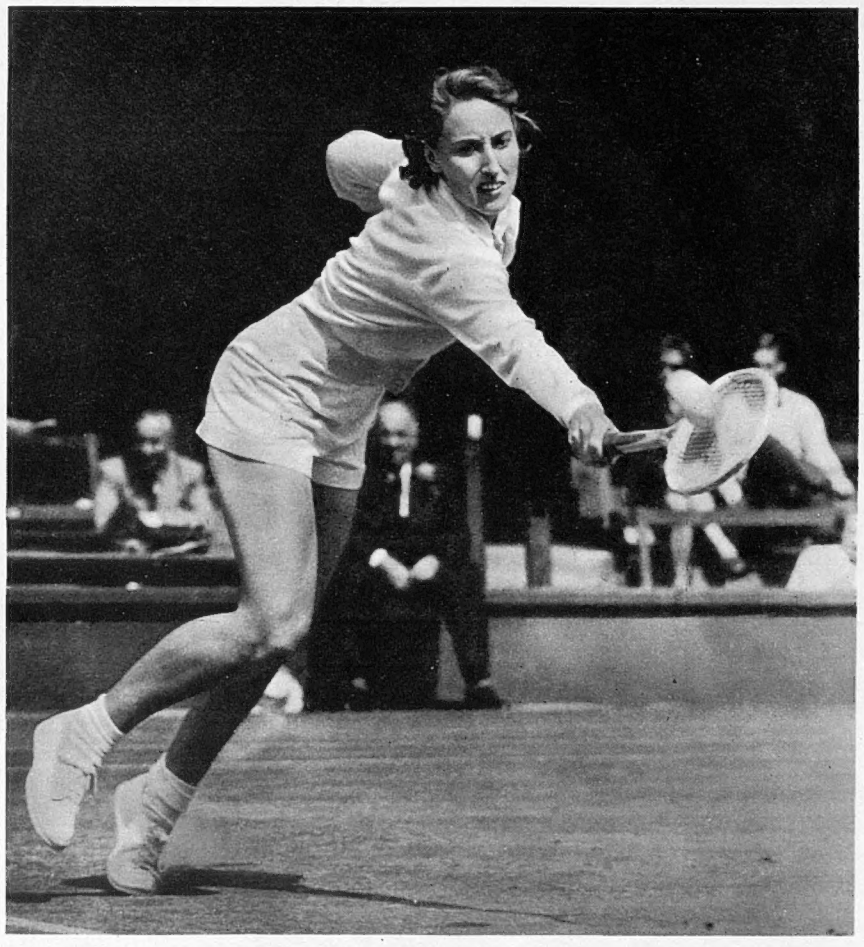
INDONESIAN DEFENCE CHIEF IN LONDON

LAOTIAN-VIETNAMESE MEETING IN GENEVA

Below: Police and troops were called out in large numbers to check on civilians in the Casbah and elsewhere in Algiers last week after the serious riots in the town. The disorders in which 80 people died, broke out on the " national day of protest " by the Muslims against the French threat of partition of Algeria. Meanwhile Ferhat Abbas, the Algerian Nationalist leader, was being received in state by King Hassan of Morocco

SECURITY MEASURES AFTER ALGIERS RIOTS

FERHAT ABBAS WITH KING HASSAN IN RABAT

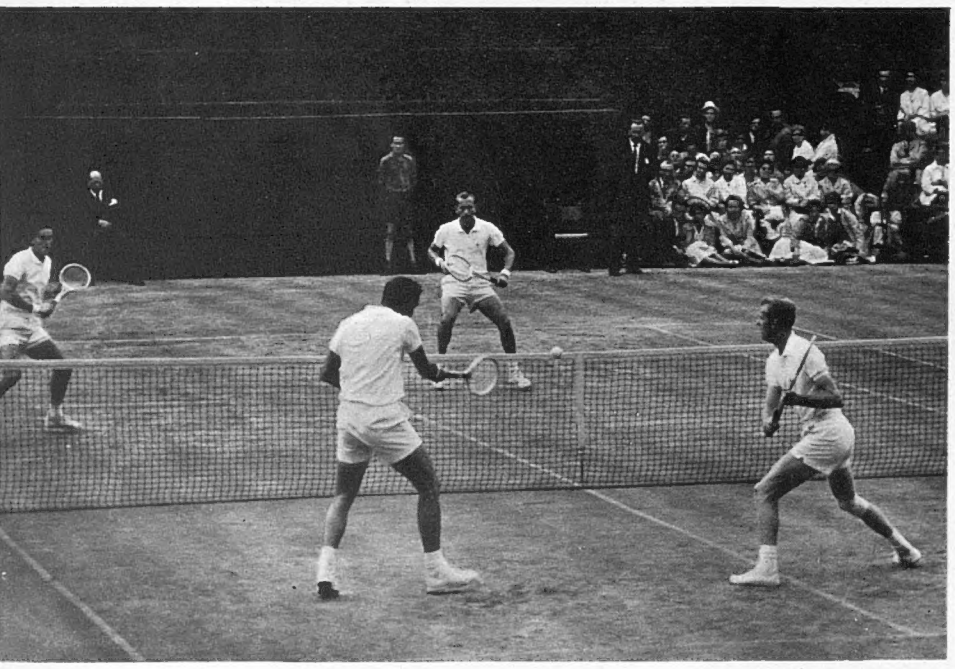


Miss Angela Mortimer, first British winner of the Wimbledon ladies' singles since 1937

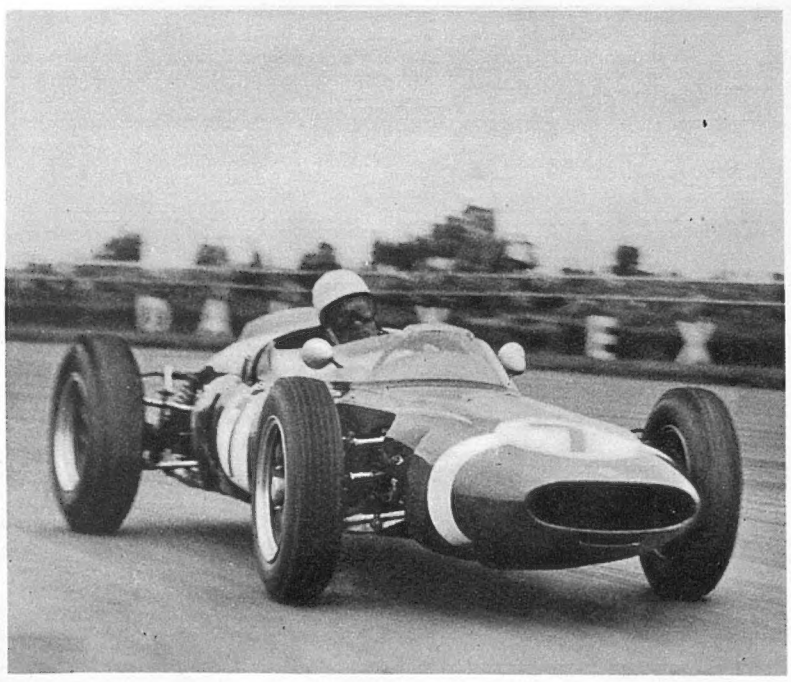
Rod Laver gained a crushing victory over C. R. McKinley to win the men's singles

DAYS OF SPORT

Chief heroes for the British public in a memorable week-end of sport were Angela Mortimer and Christine Truman, in the first all-British women's singles final at Wimbledon since 1914, and Freddie Trueman, the England fast bowler, who in a remarkable performance at Headingley caused the Australians to collapse in both innings and had match figures of 11 for 88. By winning the third Test Match, England revived the excitement of the series, and the teams go to Old Trafford on July 27 all square. In an atmosphere as tense and explosive as that of the Test Match, Angela Mortimer won her final against Christine Truman. The long, three-set struggle was interrupted by rain, which held up play after Miss Truman had taken the first set 6—4. At a crucial point in the second set, she fell heavily and suffered an attack of cramp. From then, the match swung Miss Mortimer's way. She is the first British women's champion at Wimbledon since Miss Dorothy Round in 1937. Henley, too, raised British hopes high, as Leander reached the final of the Grand Challenge Cup only to lose gallantly to the Russian Navy crew. But pride of place went to Australia's Stuart Mackenzie, who won the Diamond Sculls for the fifth time in succession—a feat not equalled since 1879-1883. Another master of his sport, Stirling Moss, demonstrated his exemplary skill at motor racing by winning the Intercontinental formula race at Silverstone, although he drove all the way without a clutch. In the Eton and Harrow match at Lord's, Harrow won by an innings. It was the first time they had won the game two years in succession for 53 years.



In the All-Australian final in the men's doubles, the winners, R. Emerson and N. Fraser, are on the far side of the net. The other pair is R. Hewitt and F. Stolle



Stirling Moss in a Cooper on his way to win the main race at Silverstone

At Lord's, M. C. T. Pritchard of Eton is bowled by R. C. S. Titchener-Barrett

At Henley, the Central Sport Club crew of the Soviet Navy beats Leander by a length to win the Grand Challenge Cup

Finalists in the Diamond Sculls, S. Mackenzie and Oleg Tjurin

Freddie Trueman in action during his explosive spell of bowling in Australia's second innings in the third Test

The Eton captain, P. Wigan, hits a boundary. The Harrow wicket-keeper is D. W. W. Norris

J. R. Hodgkinson of Harrow scored 94. The wicket-keeper is J. A. Cornes

JOHN CONNELL

RIFT BETWEEN CHINA AND RUSSIA

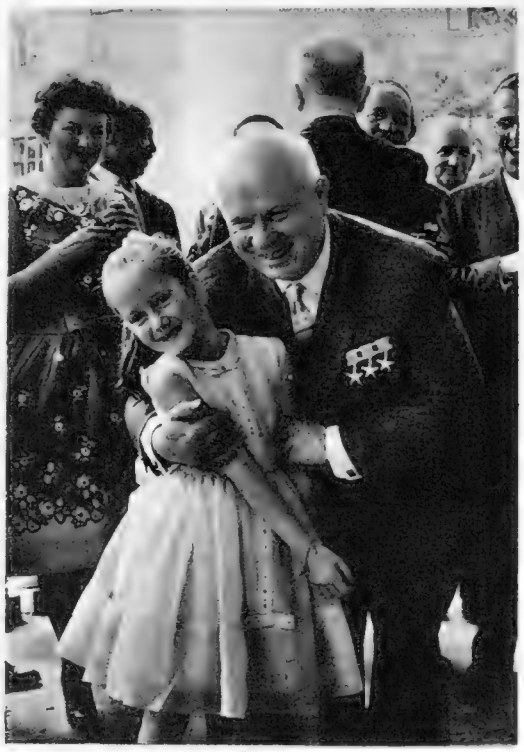
Representatives of Communist parties in more than eighty nations assembled, it will be recalled, for a long and laborious conference in Moscow last autumn. They reached an agreement on all major issues, which made it appear that the Soviet Union's view of Communist strategy and tactics had prevailed. The present Russian theory, which Mr. Khrushchev expounds with eloquence and passion, is based on the conviction that Communism is bound, as an essential process in world history, to eliminate other systems of government. Therefore there is no need for a major war between the Communists and the capitalist-imperialist Powers. The latter's moral, economic and social strength is declining and will continue to decline; they are moribund. Communists may assist them towards their grave, but a shooting war with them is not required.

Mr. Khrushchev is as eager as can be to witness and take part in this destined ultimate victory of Communism; but he does not desire to do so at the cost of having endured—and survived—a nuclear war. A strategy rooted in a faith in final victory can afford to express itself in offensive tactics which avoid the risk of armed conflict on a scale involving the use of atomic weapons.

The Chinese believe that war between themselves and the capitalist-imperialist Powers is inevitable and necessary, that they would win and that the cost, though appalling in European eyes, would not be intolerable. They can afford the casualty rate; so can some other Asian countries; the West cannot. The Chinese make the same kind of use of brinkmanship as do the Russians; but they are not afraid of going over the brink.

It was thought, and fairly widely proclaimed, that the Moscow Conference had ironed out these serious differences. Agreement on political theory is of the utmost importance in the Communist world. Political theory has replaced theology, and disputation about it is conducted with fierce earnestness, in the conviction that heresy leads to wrong conduct. The West's empirical outlook on politics is, in Communist eyes, contemptible and a manifestation of decadence. Therefore once agreement has been reached on major policy, Communists regard any breach of the agreement as both scandalous and perilous.

There is little doubt that Mr. Khrushchev is now very angry with Mr. Mao, and is certain that the Chinese have flagrantly and repeatedly broken last November's agreement. He is all the angrier because he himself made what he believes to be considerable concessions to the Chinese viewpoint. He has taken, and continues to take, the tough line about Berlin which the Chinese think desirable. He has gone forward with his proposal for a separate peace treaty between the Soviet Union and Eastern Germany. And after long, long months of negotiation at Geneva he has declined to reach agreement with the Western Powers on the matter of a permanent ban on nuclear tests.



Mr. Khrushchev embraces Miss Sherry Thompson, daughter of Mr. Llewellyn Thompson, the U.S. Ambassador in Moscow, at a Fourth of July reception held at the United States Embassy in Moscow

On their side of the bargain, the Chinese said that they would stop abusing Mr. Khrushchev as an appeaser of the capitalist-imperialists and accusing him of " selling out " to the West; they also agreed henceforth to submit any major differences on policy to a mutually acceptable form of arbitration. The monolithic facade of unity, which is both ideologically and temperamentally of importance to the Russians and the Chinese, had (so it seemed) been established.

However, the rift is now as big as it was before the Moscow conference; and it has received what must be, from the Communist viewpoint, highly undesirable publicity. Mr. Isaac Deutscher, whose knowledge of, and contacts with, the Soviet Union are unrivalled, gave in *The Sunday Times*, just under a fortnight ago, a detailed and documented account of Mr. Khrushchev's wrathful reactions to Chinese behaviour. Mr. Deutscher put the Soviet leader's charges under four principal headings. First, he accused the Chinese of having conducted " a surreptitious agitation " against the principles set out in the Moscow Agreement, especially in regard to his own cherished theory of " peaceful co-existence." Second, the Chinese have *not* submitted their views to arbitration, as they promised they would. Third, they have continued " to discredit the leadership of the Communist Party " and have sought to extend their influence to other Communist Parties (they have in fact formed pro-Chinese groups in Communist parties in Asia, Africa and Latin America, and done their best to do so in Europe). Fourth, they have established special centres all over the world from which they have maintained their " subversive intrigue " against the Soviet Union.

It is likely that these accusations are as well founded in fact as they are fierce in tone. Mr. Khrushchev is extremely displeased with his Chinese comrades, and not a little scared of the risks in which they may land him. They seem to him to have an obsession about Formosa, which he does not think is worth a world war. So dangerous does he believe this obsession to be that he has let out the fact that twelve years ago Mr. Mao made a hitherto unpublished speech in which " he used beautiful but outdated and irrelevant Chinese legends and proverbs to advocate preventive war." In somebody with Mr. Khrushchev's taste for earthy old Russian quips and saws, this may seem an instance of the pot drawing attention to the kettle's blackness: but there is no missing the indignation behind the attack; Mr. Deutscher observed that Mr. Khrushchev has accused the Chinese of still, in 1961, believing in the need for a preventive war, and added guardedly: " I cannot say whether this charge is a polemical exaggeration or whether it is based on facts."

It would be unwise to speculate. Relations between the two great Communist Powers are conducted so far as possible in secrecy; but it is inherent in Communist practice that differences on doctrine should be thrashed out in protracted disputation; and if Mr. Deutscher has been able to lay his hands on a document so important as that from which he was able to quote so extensively, it is probable that he will before long be able to discover whether or not the accusation that the Chinese now believe that a preventive war must be fought is accurate.

Meanwhile, Mr. Deutscher's revelations have aroused a great deal of interest, outside as well as inside the Communist world. *The Times* took the view that, in the long run, the doctrinal differences between the Chinese and the Russians matter more than the Formosa obsession; and advanced the proposition that, in the Chinese attitude, there is something of a prolongation—in contemporary and Marxist terms of course—of the ancient Chinese awareness of absolute superiority over all other human beings. This is a refreshing line of thought. To Mr. Mao does Mr. Khrushchev appear a rotund, loquacious and far from civilised upstart? Are he and his colleagues in Pekin as certain as were the old emperors and their mandarins that China is the sole repository of wisdom, learning and truth? If this supposition is correct, it must be exceptionally galling to Mr. Khrushchev and the Russian Communists who are sensitive on the theme of civilisation.

There is, however, one other important aspect of the dispute which, in my opinion, we would be foolish to ignore. The Soviet Union's vastly impressive scientific and technological development since the end of World War II may be in large part a consequence, as some unkind American has observed, of the fact that " they got a better lot of Germans than we got." It has also meant that Russia is rapidly becoming a " have " society, and is acquiring the " have " outlook and attributes. For such a society, with its accumulating material possessions, a nuclear war is a thoroughly disagreeable prospect. More and more Russians have something else than life to lose; and they do not hold their achievements and their acquisitions at all lightly, after all that they and their country have endured in the past half-century.

The Chinese, who also have suffered and endured greatly, are not yet at this stage. They are still lagging in the scientific and technological race; and they still have limitless manpower. Their attitude towards India is an obvious expression of a still urgent and almost reckless mood of expansionism. Mr. Khrushchev believes apparently that this can be explained by the " one-sided military character " of the Chinese Communist Party, which grew up as an army and not as a civilian organisation.

He may well be right. If he thinks the Pekin regime is a military dictatorship this is a fairly direct and straightforward way of making his views known. The nature of his own regime, however, and the way in which it grew up, would not bear too diligent a scrutiny. But we in the West should not deceive ourselves and wax complacent over any or all these inter-Communist differences; the things which unite the Communists are far stronger than those which divide them; to recognise this fact is, I believe, the beginning of political wisdom nowadays.

Men of the 2nd Parachute Battalion dig-in in the desert country of Kuwait. They had been flown from Cyprus as part of the British force requested by the Sheikh to assist in the defence against any possible Iraqi aggression. **Below:** Sand covers an encampment of Royal Marine Commandos. By the middle of last week some British units were reported to have joined Kuwaiti troops about five miles from the border with Iraq. This was part of the plan of Brigadier Horsford, the British ground forces commander, to "be prepared for whatever might come." In the desert the temperature was 120 degrees in the shade and there were several cases reported daily of men collapsing under these conditions. But Brigadier Horsford described the morale of all those under his command as "terrific"

OUTPOSTS NEAR KUWAIT'S BORDER

At the end of their visit to Scotland the Queen and the Duke of Edinburgh talk to dancers on the forecourt of the Palace of Holyroodhouse, Edinburgh, after a display and concert by pipers, massed bands, choirs, and country and Highland dancers. Later they watched the Sunset Ceremony performed by pipers

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

ABSOLUTE POWER. Power corrupts, absolute power goes further. It can produce unexampled *hubris*. The times are dark and dangerous, but, still as of old, governments are broadly judged by their achievements. " By their fruits ye shall know them." I believe that in our political history, whenever there has existed a possible alternative government, the failures of the government in power have usually resulted in a sharp swing to the other side, and the failure of an individual Minister, however little due to his own incapacity, has usually resulted in his resignation. When the Whigs remained for over twenty years in the Wilderness before the Reform Bill, it was their disunity which kept them there, and the Tories in power. The Tories to-day have been ten years in power, batting on the stickiest of wickets. International problems are no easier, probably more dangerous, than when they came to power, and no one minimises the difficulties of progress. At home, things seem to go from bad to worse. Escaped prisoners roam the streets, crimes of violence for ever increase, counter measures lag behind, law and order seem to be safely mocked. The Home Secretary seems to remain at ease. No Chancellor in modern times lies on a bed of roses; but, all excuses made, the Chancellor who announced his Budget recently, can hardly regard complacently the economic events of the weeks which followed it. Mr. Lloyd shows no sign of lack of confidence. All excuses made, there is some colour for the view that, when an alternative is not immediately discernible, absolute power produces absolute *hubris*.

OIL ON THE WATERS. There are troubles enough on the earth's face without adding to them in the dog-days when, at any rate in England, politicians and stockbrokers like to turn their eyes to Britain's carnival of sport. August and September are usually reserved for crises and so recognised. General Kassem has shown himself an especially embarrassing spoil-sport. He kept our Ministers busy and anxious when the thermometer was in the 80's and thoroughly depressed our stockbrokers. More than that, he has made it very difficult for Nasser to find a formula of words to sum up the situation. When our Government sends a big warship or two on a " routine " (or courtesy) visit to an Eastern territory, it is usually connected with oil and does not necessarily pour oil on troubled waters. It is always connected with trouble of some sort. And cancellations of leave for our nearest reserves of troops are " routine measures " only in name (as indeed they soon proved to be). Our troops were deployed in a cruelly hot spot. Nasser was not less embarrassed by Kassem. He does not want Iraq to grab Kuwait. He stands or falls in the U.A.R., however, as the champion who opposes British " Imperialism." So he could condemn his fellow-dictator Kassem's move best by persuading himself and the U.A.R. that Kassem is " working for British Imperialism " and that Britain's policy is double-faced in urging Kassem to fabricate the crisis for imperialist aims. Certainly a scum of oil lies over the whole business, and oil has a nasty smell especially in the dog-days. In a small way, bathers at our southern seaside resorts have experience of it and dislike the stains and smells it leaves behind. General Kassem has belched a lot of dirty oil for all concerned at a very inappropriate moment. We all need oil in its proper place and state, but its waste products are distressing. It is an awful thought that if Kuwait " went Iraqi," three-quarters of our cars fighting their way to our coast resorts would come to an even more complete standstill. " Awful? " I suppose so. Let us hope we shan't have to fight to prevent that easing of traffic jams. It is a delicate situation and the world watches us closely.

LEFT HAND, RIGHT HAND. Mr. Justice Winn's severe words at the conclusion of the very long and expensive trial *Byrne v Foulkes and others* must have given many a good easy man a jolt. Many, no doubt, need no further proof that Communism, aiming to control the world, is convinced the ends justify the means and that the means include every known form of trickery and deceit. But others, wishfully thinking that peace can be secured by thinking the best from the more persuasive propaganda of Communism, must be wondering if they must think again about the possibility of peaceful co-existence. For now Communism and its aims and methods have

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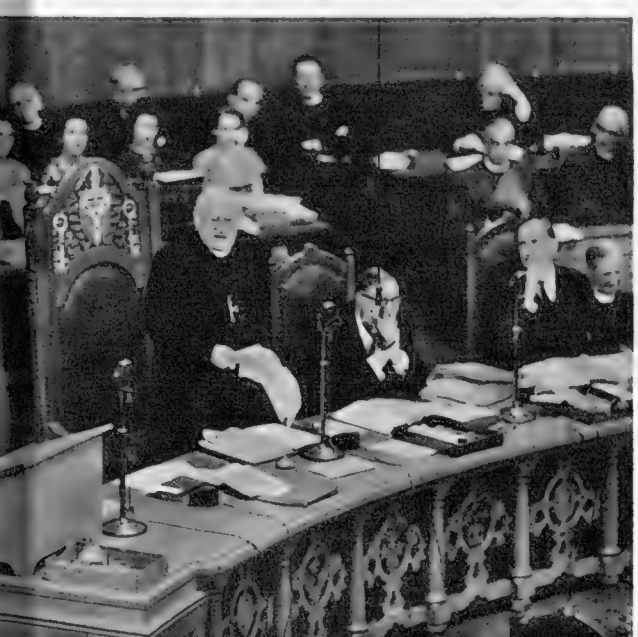
The Lord Mayor of London, Sir Bernard Waley-Cohen, points out a detail in the stonework of the crypt under Guildhall. With him are Mr. Sheriff Kirk, the Lady Mayoress, and Mr. A. Banks, supervisor of part of the restoration of the eastern half of the 15th-century building. Sir Bernard reopened the crypt last week

A London Transport Routemaster bus leaves Palace Yard, Westminster, with thirty Members of Parliament on board, at the start of its journey to the A.E.C. works at Southall. The visit was organised by the Society of Motor Manufacturers and Traders. It was the first time a London bus had ever picked up passengers in Palace Yard

come nearer home, and those who vaguely reject the idea that in industrial disputes wild-cat strikes are mainly "Communist-inspired" may be more ready to listen to such views. How gentle and simple-hearted by comparison appears Labour's new look and manifesto for the "sixties," as gentle, persuasive and simple-hearted as the face of Mr. Hugh Gaitskell expounding it, morally so honest, if politically so smart. The question is: how much more to the left to-day and throughout the sixties is a working majority of the electorate prepared to move by experimenting in further nationalisation, further planning and controls, further soaking of the so-called rich? In the Tory Government we have a large measure of socialism in action. Its sins of omission and dilly-dally are scarlet and the Opposition has concentrated on the chief of them. But the clothes the Tories pinched from the Socialists on the river bank were not all the clothes lying there. Those they did not pinch, the Socialists have now dressed their shivering bodies in—the best they could manage in the circumstances; and I daresay those clothes might keep them reasonably warm, if in the next year or two, the Tories regain no sense of urgency and leadership, if the hideous problems which faced us ten years ago remain all to be solved, if our economic and moral plight remains as grave as to-day and leads to poverty and unemployment. At the moment, I suspect, a "working" majority of voters is sufficiently "capitalist" to have no desire to be further soaked and to contribute to the welfare of the state or less successful neighbours what they have in hand to spend on themselves. As for nationalisation and bureaucratic control, such people may have seen enough of doctrinaire experiments.

Dr. Ramsey speaks for the first time as Archbishop of Canterbury at Church Assembly, Westminster. He hoped it would be possible for an Archbishops' Commission to be appointed to examine the system of appointments to ecclesiastical posts in the gift of the Crown



DR. RAMSEY'S RIDER. The 100th Archbishop of Canterbury (if the enumerators have made no mistake) was enthroned on June 27 in a long, beautiful, crowded and very splendid ceremony. Throughout the ordeal, his face remained calm, humble, immobile, almost as a medieval stained-glass face of a saint. Afterwards he preached his enthronement sermon during which he added a rider to his oath "to do nothing contrary to . . . the . . . ordinances of this realm or to the prerogative of the Crown." He made it clear that the Church is not satisfied with its present subordination to the State—and indeed has not been so since the Reformation. When Henry VIII took over the powers over our Church formerly exercised by the "Bishop of Rome," those powers over the Church remained as absolute as before. Since then by degrees the powers of the Sovereign over the Church have been inherited by Parliament which cannot always be regarded as equally satisfactory to the Church as a "godly prince." Even if those powers are now restricted to a veto, that veto was in 1928 able to defeat the New Prayer Book sponsored by the Church. Dr. Ramsey has indicated one line of his policy and activities: to give the Church more say in its own affairs and to prevent any such veto by Parliament interfering (as in 1928) in matters so clearly the prerogative of the Church. Dr. Ramsey may be expected, therefore, to play a strong role in canon law revision, with that aim in view. "The prerogative of the Sovereign" is one thing. "The ordinances of this realm," in so far as they allow a tyranny-by-veto to Parliaments which represent too many religious interests or maybe none (according to the character of the contemporary Ministers and parties in power), are quite another thing; and it will be the 100th Archbishop's task to secure for the Church a greater freedom to order its own affairs than it has ever yet enjoyed under popes or princes or parliaments. Like his predecessor, he, too, is pledged to fight on to secure greater and closer Christian unity with all denominations.

MADE FOR MAN. Osgood Mackenzie's *A Hundred Years in the Highlands* has been continuously reprinted since it first appeared in 1921 and in so far as the author was a social historian of the way of life in Wester Ross before the days of roads and even of wheeled vehicles, it well deserves to be kept in circulation. In so far as he was a sportsman, it reveals an attitude to wild life by no means so popular to-day as in Victorian times—to kill at all costs. When a white thrush and a quail, no less a rarity in his area, rose together from a rootfield, he was "lucky enough" to bag a right and left; and constantly he deplored the continual elimination of the once abundant species of wild life in Ross-shire! Mackenzie was as keen a naturalist as Peter Scott, but records of killing attract our generation less than do records of identification and preservation; and indeed records of game killed always make depressing reading. Yet still the slaughter of innocent wild life goes on in season and out of season, and from now on the venue will be on our roads and by no means always due to unnecessary speed. For now the birds which survived the noxious sprays and which have delighted us in our gardens will moult and grow dozy, and will be slaughtered in thousands under the wheels of cars in daylight; and under the glare of headlights thousands of hares, hedgehogs and other night prowlers will be (and already *are*, particularly in Yorkshire and Hampshire) crushed to pulp on our roads. Not to mention the awful slaughter of ponies and cattle in the New Forest, Epping Forest and elsewhere. We see it happening all day long as we drive, and we deplore it. Sometimes, I think, we accept the slaughter of human beings on the roads more philosophically. In the moulting season, many birds are killed on the roads by careful drivers travelling at very modest speeds, and all the year round the roads are death-traps for night prowlers. It is the price we pay and Nature pays for mechanisation. We can do no more than try to remember the weaknesses and handicaps of our victims. The poisoning of them in spring will now, I hope, be checked.

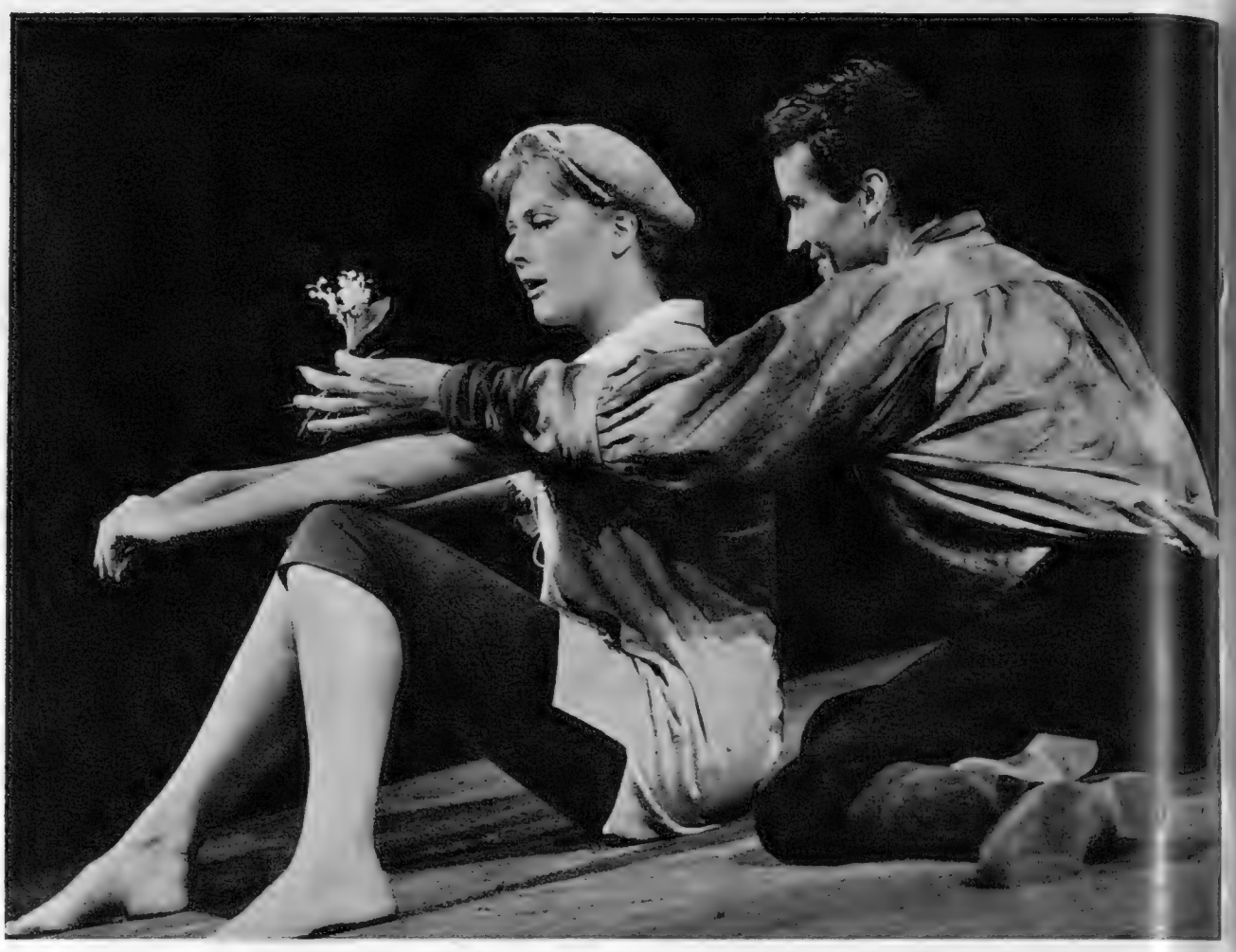
THE OLD STAGER

ENTERTAINMENT

AS YOU LIKE IT

At the Royal Shakespeare Theatre, Stratford-upon-Avon

Simplicity is the keynote of the new production of one of the favourite of Shakespeare's comedies. It is directed by Michael Elliott, and has been given the simplest of settings by Richard Negri. A giant tree dominates a grassy mound, and this permanent set is lit to suggest not only the Forest of Arden but the palace interiors. In the two main roles are two of Stratford's younger stars, Ian Bannen as Orlando and Vanessa Redgrave as Rosalind, one of the most delightful of Shakespeare's heroines and, at the same time, one of the most challenging. Vanessa Redgrave, with a deal of gangling charm and ingenuous good spirits, makes a Rosalind "more than common tall" as the text has it. Her sincerity in love is well matched by Ian Bannen's Orlando. The strength of *As You Like It* depends not only on the principals but on the gallery of supporting parts. By all accounts, these are all well played in the present production. Max Adrian as the melancholy Jaques and Colin Blakely hone an edge to their performances which invests rustic humour with wit. The play is usually described as pastoral romance. In it Shakespeare uses the conventions of this sort of romance to challenge the sophisticated world of the court. But he does not accept that all nature is golden—the passage of the seasons reminds the audience that the shepherd's life was often uncomfortable and cruel



Rosalind (Vanessa Redgrave) and Orlando (Ian Bannen)

Orlando, Rosalind, the Banished Duke (Redmond Phillips), Phebe (Jill Dixon) and Silvius (Peter McEnery). **Below:** Jaques de Boys (Ian Richardson) brings happy news to the Duke. Others are Audrey (Patsy Byrne), Touchstone, Oliver (David Buck), Orlando, Rosalind, Phebe and Silvius

"Then there is mirth in heaven"—Rosalind, Orlando, Celia and Oliver SW

The court watches Charles (Sebastian Breaks) wrestle with Orlando. Centre is Duke Frederick (Tony Church) and to his left, Touchstone (Colin Blakely)

happily into the final dance

Jaques (Max Adrian), Touchstone, Audrey, and Sir Oliver Martext (William Wallis)

THE VOICE OF THE COMMON

AUSTRALIA

Australia, like Britain, has just taken a new census of its population—the first since 1954. The 3,500,000 census papers completed on June 29 are now being converted into about 13,000,000 punch cards, from which electronic computers will draw enough information to fill an eight-volume report. The first census results (field counts of population and sex) will be released in September, but the gradual release of more detailed results will not start until next January.

The census report is expected to reveal important facts about the population. The last three censuses have shown a fall in the number of agricultural workers and, because of increasing mechanisation on the farm, the 1961 census is expected to show a continuance of this decline. Great interest centres on the growth of Australia's large cities. Have they continued to expand in relation to the total population? The 1954 census (excluding full-blooded Aborigines) showed a total population of 8,986,530, of whom 53·92 per cent. were classed as metropolitan urban (living in the state capital cities), 24·81 per cent. as "other" urban, 21·01 per cent. as rural and 0·26 per cent. as migratory. Today the national population is thought to exceed 10,500,000, but only the census can show its distribution.

The 1961 census will give a more accurate picture of unemployment in Australia, of internal migration from one state to another, of occupational distribution and of the Australian marriage pattern. In marriage, for instance, the tendency, as in most western countries, has been towards earlier wedlock. In 1933, 32 per cent. of the group of women aged between twenty and twenty-four were married; in 1947, 48 per cent.; in 1954, 58 per cent. It is thought that the figure has since risen to 60 per cent. The census will also record what has happened to the migrants shown in the census of 1954. Have they become concentrated in particular trades or occupations? Where do they live? How well are they being assimilated?

Taking a census in Australia poses special problems. Most of the population is concentrated in the south-eastern coastal areas, but there are pockets of population scattered throughout its 3,000,000 square miles—some in remote areas. About 15,000 collectors were employed on the project. The smallest area covered by one collector was 100 square yards in Darlinghurst, a high density residential area in Sydney, and the largest was 100,000 square miles in the north-west of Western Australia. During the 1954 census one collector, travelling with pack horses, was caught in a flood. He spent four days in the fork of a tree with nothing for company but a satchel of census forms. Many similar stories, no doubt, will be told about the census of 1961.

Viscount De L'Isle, V.C., the Governor-General designate of Australia, and members of his family wave goodbye as they sail from Tilbury for Australia in the liner *Orcades*. With him are Lady De L'Isle and their daughters, from the left, Catherine, Lucy and Ann. Their children's nurse, Miss M. Steadman, is at the extreme right

NEW ZEALAND

Government land development operations in New Zealand's South Island have more than doubled in the last five years. Today 272,500 acres are being developed by the Lands and Survey Department for settlement by individual farmers, a marked increase over the 120,000 acres in hand for this purpose in 1956. This expansion has taken place in spite of the fact that the South Island has no such great reservoir of Crown land as the pumice plateau of the North Island.

In the south the Land Settlement Board, which directs the Lands and Survey Department's development operations, has had to rely mainly on obtaining land by voluntary negotiation from private owners. Most of this land was either undeveloped or only partly developed, and the capital required to bring it to the stage of intensive farming was beyond the resources of the owners. In other cases, particularly on the west coast, the smallness of many holdings made it impossible for their owners to develop them into economic farms. Where possible, numbers of these properties have been purchased to build up blocks large enough to support economic development. For instance, in the Nelson district a start has been made with development in the Moutere hills by the purchase last December of 1,846 acres of land from three different owners. Additional land has since been bought and a start made on clearing and cultivation. This Moutere gravel country, much of which is gorse and scrub, is situated handily to Nelson city. Successful development of the initial areas could lead to the expansion of operations.

The importance of positive action being taken to counter erosion in the high country is another aspect that has not been lost sight of. In Southland, for example, the Lands Department is moving into the Eyre Creek catchment, a 50,000-acre area much of which is badly eroded. Here it is planned to improve the cover and ultimately offer the land as a fully economic pastoral run on conditions that will ensure protection of the catchment. In carrying out this work the department will make use of the knowledge it has gained from the reconditioning of the vast 450,000-acre Molesworth Run in Marlborough.

Speaking of this work the Minister of Lands, Mr. R. G. Gerard, said recently the Government aimed to settle the maximum number of independent farmers on properties with sufficient capacity to ensure a reasonable income from the outset but with scope for increased production through energy and good farming. In this way New Zealand could play its part in expanding farm production to meet the demands of a world population growing at a tremendous rate. "In a world where hunger and want are the lot of so many, we who have so much have a responsibility," said Mr. Gerard, "to make the utmost use of our primary production potential."

INDIA

The principles underlying the conference of neutral or non-aligned states, to be held in Belgrade at the beginning of September, are attracting increasing interest throughout the world. India took part in the Preparatory Meeting in Cairo last month. India's point of view regarding neutrality was expressed by Mr. Nehru, the Prime Minister, at a recent Press Conference in Delhi. In answer to questions he said that he did not think there had been common agreement in Cairo about the meaning of the terms neutral or non-aligned. In his opinion non-alignment meant no formation of groups but the highest co-operation in many activities. There should be no binding commitments or even interests. "It happens that in many matters Asian and African countries have a common outlook and naturally they co-operate in the United Nations or elsewhere, but it does not follow that they are tied up to each other to follow each other in every other matter."

Asked whether any country which is not bound by military pacts can be regarded as non-aligned, the Prime Minister replied that India had pressed the Cairo Preparatory Meeting to give a liberal interpretation to this question. There were so many countries on the borderline. Countries in military pacts were obviously aligned. But there were other countries concerned in different types of alliances and understandings. They might sympathise with a particular point of view but still follow an independent policy. In judging whether they were neutrals depended on whether one took a broad or a strict view. The arguments in Cairo were based on these considerations.

GHANA

The report of the international commission appointed last year by the Government to advise on the future development of university education in Ghana was published last week together with a White Paper. The commission was made up of Mr. Kojo Botsio, Minister of Agriculture (chairman); Professor Laura Bornholdt, Dean of Women, University of Pennsylvania; Professor J. D. Bernal, Birkbeck College, University of

WEALTH

Census in Australia; land developments in New Zealand; India and non-alignment; Ghana plans new universities

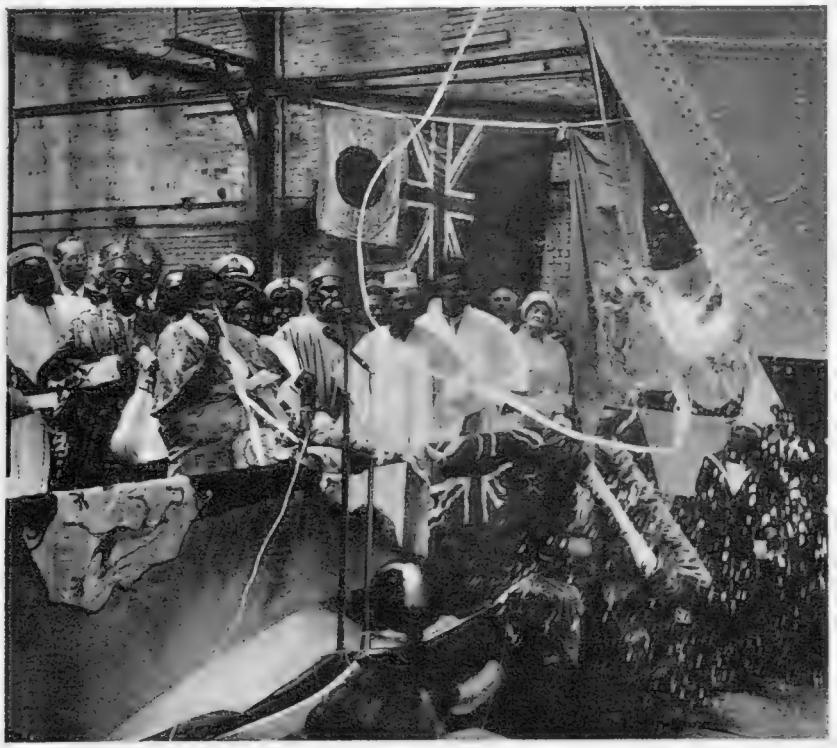
The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Outside the Commonwealth Relations Office in London His Highness the Oba of Lagos stands with his wife, the Olori of Lagos, and Chief A. B. Gbajumo (in white robe) and the Duke of Devonshire, Parliamentary Under-Secretary for Commonwealth Relations. The Oba, President of the Lagos Town Council and Vice-President of the Federal Nigerian Upper House, is in Britain until next month as a guest of the Government

London; Dr. Horace Mann Bond, Dean of Education, University of Atlanta; Mr. Daniel Chapman, Headmaster, Achimota College; Professor E. Evans-Pritchard, University of Oxford; Dr. Davidson Nicol, Principal, University College of Sierra Leone; Mr. Dunstan Skilbeck, Principal, Wye College, University of London; and Professor N. S. Torocheshnikov, Mendeleyev Institute of Chemical Technology, in Moscow.

Before the publication of the report, the Government announced that it was in general agreement with the recommendations of the commission. Steps have been taken to facilitate the implementation of the recommendations of the commission. As from the end of the current academic year (1960-61), the University College of Ghana and the Kumasi College of Technology will cease to exist. Two new universities will be established: one in Accra, to be known as the University College of Accra, and the other at Kumasi, to be known as the University of Science and Technology, Kumasi. In addition, a University College will be established in Cape Coast, the seat of education in Ghana.

Interim appointments have been made to the key University posts. President Nkrumah has assumed the office of interim Chancellor of the two universities. Nana Kobina Nketsia IV, Cultural Adviser to the Government, has been appointed interim Vice-Chancellor of the proposed new University of Accra and Mr. Robert Baffour, the present Principal



Mrs. Azikiwe, wife of the Governor-General of Nigeria, performs the naming ceremony for H.M.N.S. *Enugu*, in Camper and Nicholson's yard at Gosport, Hampshire. To left immediately behind her is the Oba of Lagos. *Enugu* is an anti-submarine vessel designed to locate and destroy enemy undersea craft in the approaches to West Africa

President Nkrumah of Ghana talks with Mr. Hare, Britain's Minister of Labour, during the latter's visit to Accra for discussions on Britain and the Common Market

of the College of Technology, has been appointed interim Vice-Chancellor of the new University of Science and Technology at Kumasi.

In the case of both proposed new universities, the interim University Councils will be composed of the Chancellor, the Vice-Chancellor, together with four members appointed from the academic staffs of the existing colleges.

Speaking at the inauguration of the interim Council for the University College of Accra, Dr. Nkrumah announced that special professorships to be named after individual Ghanaians and others who, in the past, contributed to Ghana's history, will be established at the University of Accra and the University of Science and Technology, Kumasi.

Dr. Nkrumah stressed that the main task of the Council was to produce a university which would serve the needs not only of Ghana but of Africa and of African unity, and which would make practical and concrete contributions towards the development of Ghana and the well-being of the people and yet have a world-wide reputation.

Regarding the existing staffs of the colleges, the President said their contracts and agreements would be honoured and no one would be penalised financially or otherwise as a result of the change over. He added that with the changes which were to be made in the institutions, it might be necessary to terminate certain appointments and to revise the conditions of service of others.

"CANBERRA" BERTHS IN SYDNEY

The P & O-Orient Lines' luxury liner *Canberra*, on her maiden voyage, anchors at the new Overseas Shipping Terminal in Sydney Cove. During this voyage, the liner, built at a cost of about £15,000,000, is calling at Auckland, Honolulu, Vancouver, San Francisco and Los Angeles, before returning to Britain. The Overseas Terminal, completed last year, is only one of a number of new buildings in the Australian port and capital of New South Wales. Right is Circular Quay, with immediately behind the underground railway station, surmounted by the curving overhead roadway. The massive office block, extreme right, is the A.M.P. Insurance building, still being constructed, but already the tallest in Sydney. The other three new office blocks, standing in a line at the quayside are, from left, the Lever Building, the Lendlease Corporation Building and the I.C.I. ANZ. Building. Behind them, extreme left, is Government House and the Botanical Gardens round Farm Cove. The site for Sydney's Modernistic Opera House is just to the left of the picture. In front of the middle of the three office blocks is the Indonesian training ship, *Dewarutji*, which arrived in Sydney Cove a few hours before the *Canberra*. She displaces 1,500 tons fully loaded, compared with *Canberra's* 45,000 tons.

BRIAN VESEY-FITZGERALD

KINGSTON-UPON-HULL'S CIVIC PRIDE

Local patriotism is filled with prickly pitfalls for the unwary stranger. I was in Hull recently and happened to mention the place by that name in casual conversation with a chance acquaintance in a pub. I was taken up immediately. " Hull is the name of a river. You don't call Newcastle 'Tyne' do you? The name of this town is Kingston-upon-Hull." He was genuinely put out about it. He had a great pride in his home town, and he spent the rest of the evening giving me a résumé of its history, winding up with the flat statement that what Kingston-upon-Hull (never once did he slip up and use the shortened form) thinks to-day the rest of England will repeat to-morrow. When I pointed out, and I admit it was unkind of me, that that statement is usually applied to another northern town, he just slammed his mug down on the table and stalked out with never a word. He was not being rude. He was overcome with emotion.

Fishing vessels in the fish docks at Hull

The Town Hall at Hull

I found this same great local pride everywhere in Hull. It is pride in its history as such. I did not, for example, find a single other person who insisted upon the full and correct form of address; nobody who cared a jot that this is the oldest borough in England; and quite a few who had never heard of Wilberforce. Hull's pride is in its achievements and, in particular, pride in its war record. A rather bitter pride, perhaps. I was told, time and again, that Hull was the worst bombed town in the north of England (" Ay, and whoever heard of that outside Hull? "). There were eighty-three raids altogether, two at least of which were of blitz magnitude, and more than 150,000 people were made homeless. The lack of publicity, *vis-à-vis* other bombed towns, was much felt at the time.

But this makes pride in post-war achievement, which has not received much publicity either *vis-à-vis* some other heavily-bombed towns, all the greater. I was in Hull for a couple of days just after the war and I remember how surprised I was at the devastation. Like so many others, I had not known about those eighty-three raids. I have been in Hull several times since, but I only stayed overnight, arriving in darkness and leaving after an early breakfast.

This is the first time I have been able to spend a few days wandering about with time to note the large amount of well-planned work that has been done. There is every justification for local pride. Despite the devastation and those 150,000 homeless, Hull today has a population of 300,000. That in terms of rehousing and rebuilding (both of homes and business premises) is at least as good as any to be found anywhere else in Britain. And it is the third largest port in Britain in the value of its trade.

I suppose that I have always thought of Hull as a trawler port, a fishing port, the rival of Grimsby across the Humber. Before the Arctic whale was more or less exterminated, Hull was the chief whaling port of the world. So it came as a surprise to me to find that Hull is a great timber port, its import of soft-woods is second only to that of London, and one of the most important centres of saw-milling and wood manufacture in Britain. But Hull is still a great fishing port. The fishing industry, with its allied industries, is still, so I was assured, the largest in the world. (I am not up in statistics: it would probably be safer to allow for local pride and say " one of the largest.") Fishing, what with such matters as over-fishing and the changing distribution of fish and boundary disputes, is not what it was, but Hull has continued to harvest oil from the sea: about half the world's supply of cod liver oil is produced in the town.

Oil in another sense, too. This is a great " seed crushing " town: much of the experimental work on balanced feeding-stuffs for livestock, " oil cake," and so forth, was done here and a large proportion of the nation's needs in this direction is still produced here, while a modern plant produces various grades of linseed oil for the paint industry. Hull is also a paint town: two of the largest firms in the industry are situated here. There is yet more to Hull. There is a large chocolate factory: the Rank flour empire has its roots here: the great medical firm of Smith and Nephew, with its world-wide interests, sprang from a small firm producing cod liver oil here: the vast complex of Reckitt and Coleman has developed from a small starch works founded here by Isaac Reckitt more than a hundred years ago. Surprises enough for a simple countryman, who went to have a look at the fish docks.

But the biggest surprise of all was to find this intensity of local pride. I did not get any of this information from the town's publicity department. I did not even buy a local guide, because I had been to Hull before and I was only going to have a look at the fish docks: I got it all in conversation in pubs, which is, after all, the pleasantest way of getting information. You will find local pride pretty well everywhere, but it is rare to find local people really well-informed about their town and its industry.

You start talking to the man-in-the-street in your own town and you will find that this is so: he is likely to know much more about the town next door. This is not so in Hull. I left with the strong feeling that I had only skimmed the surface, that there were endless other activities, industrial and cultural, that I had not heard about: not because the local people did not know about them, but just because I had not been in enough pubs.

On the last morning I found a pub full of farmers and heard rich country talk, about the only time I did hear real Yorkshire speech. It was thus that I discovered to my astonishment that this great seaport and busy industrial centre has a big agricultural market. I never found it.

Perhaps this intensity of local pride is due to the fact that so many of the people are not truly indigenous. All great seaports have two faces and are international in flavour. But, except for huge conurbations like London and New York, they belong to their hinterland. Take the port which I know best, Cardiff: you could not find anything much more international than Bute Town in colour or speech, but you are never in doubt about its being a Welsh town. You are never in doubt about Liverpool being a Lancashire town. Hull is in Yorkshire—here I go, head first and eyes open, into a prickly pitfall—and the least Yorkshire town I know. This is not because it has an international flavour. It is simply that, except when you come to talk cricket, Hull is not interested in Yorkshire. It is interested in Hull.

BRITAIN'S GREAT GOLF CLUBS

LITTLE ASTON

Bearing one of the best-known names in Midlands golf, Little Aston is set in woodland about a mile from the centre of Birmingham. The club was founded in 1908 by Mr. C. F. Arnold, but did not become full owners of the course until 1925. Three years later the purchase of 12 acres near the 10th green established Little Aston in its present form. The course is 6,689 yards long, a notable feature being the large number of bunkers. In 1956, John Beharrell, a member of the club, became the youngest ever winner of the British Amateur Championship at the age of eighteen. The most recent major tournament played at Little Aston was the Dunlop Masters in 1958, won by Harry Weetman. The Professional, Charles Ward, has won many major tournaments including the Dunlop Masters in 1949. S.S.S. at Little Aston is 74.

The clubhouse with the practice green in the foreground. The building was enlarged to its present size in 1934

Charles Ward, the club Professional, watches G. R. Baxter, captain of the club. **Centre:** Mr. F. Mallet and Mr. T. Mcmillan. **Right:** Mr. N. H. Russell, the honorary secretary at Little Aston; Mr. G. R. Baxter and Mr. T. M. Franks

Mr. J. E. N. Goodrich and Colonel F. E. B. Jones

Left: Mr. H. H. Lindop and Mr. W. G. Streather. **Above left:** Dr. V. E. Milne looks on as Dr. H. Livingstone drives. **Right:** Mr. R. S. Hill, Mr. R. M. Tait, Mr. T. H. P. Dippie and Mr. J. M. Whitehouse

Next in this series will be The Southport & Ainsdale Golf Club in the issue of July 22.

GABOR DENES

YACHTING

Yachts with their spinnakers set in one of the races for the International 5·5-metres Scandinavian Gold Cup at the Nyland Yacht Club's centenary regatta at Helsinki

Much has been said about the need for more and better facilities for yachtsmen, especially in the yachting centres of the most overcrowded areas, such as the Solent and adjacent waters. There has been a chronic shortage of moorings in the Hamble, in Chichester Harbour, in the Beaulieu River, Lymington and elsewhere. In these places long waiting lists are the rule for the few available moorings, many of which are far from convenient. It has been quite clear for some time that the only solution lies in the construction of special yacht harbours, such as have been built for American yachtsmen under the name of marinas.

Similar plans for British yachting ports are being made and discussed, and the sooner they become reality the better it will be for yachting. Not only will they provide more economical use of the water and thus enable many more craft to be moored, but they will also make life easier by giving improved and far more convenient facilities. A good example of what can be done is the plan for the marina to be constructed on the Hamble River; some details of this have just reached me. The Hamble River Marina Ltd., a new company formed for this purpose, proposes to use twenty acres, half of which is to be water in the form of a dredged basin. This will be big enough to accommodate 200 yachts. It is estimated that there will be room for about 100 small yachts of 5 tons, and an equal number of larger ones. Yachts will be able to enter and leave at any state of the tide. Vessels will be moored to fingerposts with sterns on to floating pontoons which, in turn, will have gangways to the shore. There is to be a parking strip for yachtsmen's cars all round the basin.

The great saving in time before and after sailing is obvious. With the usual type of swinging mooring in mid-stream, it is often a long pull from the dinghy landing. It can take several dinghy trips, totalling an hour or two, ferrying the crew, stores and other bits and pieces on board, sometimes with the added inconvenience of having to park the car a long way from the shore. In a marina, such as the one proposed for the Hamble, the whole operation can be reduced to a few minutes before departure and after return to port. The movement of the boats inside the basin is to be regulated from a control tower, and a powerful motor launch to be used as a tug will be available when necessary. No undue congestion is expected, and there should not be a perceptible run of tide inside. In addition to fuelling, slipping and other useful facilities, there is to be a dinghy hard, and later various shops, and a hotel with a restaurant and a swimming-pool.

As regards yachting facilities, London is poorly served compared with some foreign capitals such as Paris and Amsterdam. There is just nowhere for pleasure craft to go between the lower reaches (with the exception of St. Catherine's Dock, where limited moorings are available to visiting yachts) and places above London, such as Richmond or Kingston. Now a suggestion has been made which I hear has the support of the Port of London Authority and is being considered by the L.C.C., for the latter to build a yacht harbour on the South Bank by Waterloo Bridge. I am told that this would be part of the redevelopment scheme of the adjoining area, and by utilising a part of the river-bed, which is now an extensive mudbank, would not be excessively costly. It is suggested that a basin to hold about 200 yachts could be constructed by the simple expedient of enclosing this mud by a new river wall, a certain amount of dredging and the construction of a lock to provide access. I fear that this would be mainly useful for motor craft, but even so it should be possible to make it pay for itself.

The start of one of the races for the Scandinavian Gold Cup. Among the yachts taking part was the British International 5·5-metre *Vision II*

LONDON DINING-ROOMS

SANDEMANS

Drawings by Geoffrey S. Fletcher

The shelves of old port bottles, each bearing its individual date, in the dining-room of Messrs. George G. Sandeman, Sons and Co. Ltd., are in their right setting, for the firm has built up its international reputation as Port Wine shippers through nearly two centuries. The other chief wine in which they deal is sherry. The clock on the mantelpiece is inscribed with the date 1789. Above it hangs a portrait of Walter Albert Sandeman (1858-1937), who became Chairman of the Company in 1923. The silhouette below on the left is of George Sandeman, founder in 1790 of the House bearing his family's name. The silhouette on the right is of Lieutenant Henry Sandeman, Royal Engineers (1820-1852). Perhaps the most notable of the military Sandemans was Colonel John Glas Sandeman. He charged in the Heavy Brigade at Balaclava and has the interesting distinction of being the inventor of the penny-in-the-slot machine. The Colonel was made a partner in 1868. All the furniture in the dining-room is antique and the silver and glass is old. In the left-hand corner hangs a painting of the Douro Valley, a reminder of the firm's close connection with the grapes of Portugal.

George Sandeman, the founder, came of an old Scottish family and first transacted his business in London at "Tom's" Coffee House in the City. Next he had an office in Old Jewry. Finally, in 1805, he moved to the premises between St. Swithin's Lane and Sherborne Lane, where his descendants still play an important part in the affairs of the House of Sandeman.

The courtyard and entrance to Sandemans in St. Swithin's Lane

Cabinets containing a collection of old port bottles flank the fireplace in the dining-room at Sandemans. Replicas of the famous Don figure trademark are on the mantelpiece

TRAVEL

AN ITALIAN AUTUMN MOTORING HOLIDAY

By GORDON COOPER

A recent B.E.A. survey showed that September is increasing in popularity as a holiday month. I am not surprised. Personally, the holiday period I like best is September and early October—with May and early June, incidentally, as a close runner-up.

> There is a harmony
> In autumn, and a lustre in its sky
> Which through the summer is not heard or seen,
> As if it could not be, as if it had not been!

wrote Shelley in his "Hymn to Intellectual Beauty." Nor must I omit the fact that it is also the season of the vintage. It is for this reason that I think a late holiday in Italy is idyllic. It is the period when the grapes are being gathered in and trodden into wine, the air is clear and cool so that walks and sightseeing can be done in comfort, and the crowds have gone.

I propose to offer suggestions for a motoring holiday in Northern Italy, where there is a glut of art cities and attractive landscapes. Unless you make use of the sleeper-car express which runs twice weekly between Paris and Milan (in both directions), thus saving a considerable amount of time, then the journey must be made from a Channel port by road—a quite sizeable distance.

There are various road approaches to Italy, and as this part of your journey counts as holiday you might as well enjoy it, even if you travel at speed. I suggest that, against all my own principles of leisurely travel, you make an early start from a Channel port in order to get as far as Dijon (343 miles from Boulogne), but preferably making the effort to reach Switzerland and spend the night at some small village such as Travers (exactly 450 miles from Boulogne). This approach to Switzerland takes you through attractive scenery: wooded hills, but not alpine.

Nearby Neuchâtel is an interesting University town, while farther along on your second day's itinerary is Berne, an enchanting city, well worth a night's stay, if only to visit the famous bears. But if you wish to press on, continue by way of Interlaken, Brienz, the Susten Pass, to the St. Gotthard Pass, whence you travel through the Ticino, past Lugano (where you will surely wish to stop) to reach Chiasso at the Italian frontier. From here you may wish to make a slight deviation to Como and its famous lake; otherwise you must carry on to Milan, a highly commercialised city, but with its extraordinary Gothic cathedral and Leonardo da Vinci's fresco "The Last Supper" at the convent adjoining the Santa Maria delle Grazie. Ladies will find Galtrucco's shop in the Cathedral Square a most captivating place in which to buy silks.

From Milan, you can travel by way of Pavia to Genoa and the Ligurian coast. There are such delectable seaside resorts as San Remo, Alassio, Diano Marina, Santa Margherita and Rapallo. You could then, if you wish, continue to Pisa, Florence and Rome, possibly even to Naples, passing through enchanting scenery and through art towns galore, during your journey. An alternative approach to the Italian Riviera could be through France, by international highway N.7, to Nice, thence along the coast into Italy.

From Milan, however, you might prefer to follow the Autostrada to Brescia and to Venice. A recommended itinerary for those interested in art cities could be: Milan—Pavia (wonderful Certosa monastery)—Cremona (perfect medieval ensemble in its Cathedral square)—Parma (120 miles from Milan; and a most interesting city)—Modena (outstanding Cathedral)—Bologna (an art city, with Pappagallo's, perhaps the top gastronomic restaurant in Italy)—and Rimini (Temple of Malatesta, a superb building of the Italian Renaissance; also glorious beaches).

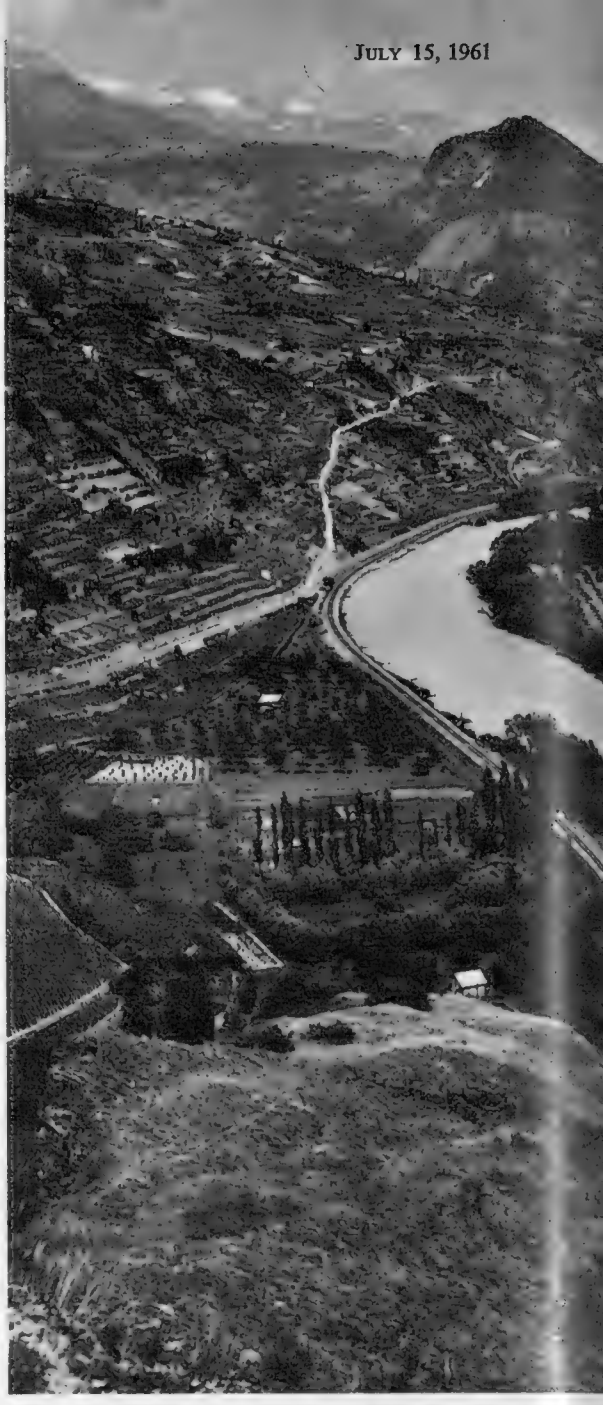
A side trip to San Marino is recommended, after which the coastal road can be taken to Ravenna, the richest centre of early Christian art in Europe, and surely meriting a short stay—then on to Venice, which hardly requires further recommendation—a short day's journey to Verona, and a stop at Vicenza (linked with the fame of Palladio, whose greatest creation is the Teatro Olympico, with a remarkable interior). Verona has its great Roman amphitheatre (where operas are staged in summer) and other important sights. A circuit of Lake Gardone is suggested, bringing you to Brescia (Cathedral) and to Bergamo. The second is a minor art city which deserves to be better known, for its Upper City is fascinating. Noteworthy are the Colleoni Chapel, the Basilica of St. Maria Maggiore, the Palazzo Vecchio, and, in the Lower Town, the Carrara Academy with its rich collection of pictures.

From Bergamo, the most direct return route to the Channel port is via Zurich, but a pleasant alternative—only about 40 miles longer—is to take the road from Bergamo to Lecco, on Lake Como; then continue along the lakeside to its northern extremity, and by mountain road over the frontier into Switzerland. Silvaplana is the junction where you can then make for Chur and so to Zurich. St. Moritz, by the way, is only four miles from Silvaplana, and its superb mountain air may well brace you for the rest of the long journey. The direct road from Zurich takes you via Mulhouse—Nancy—Chalons-sur-Marne—Rheims—Soissons—Amiens—about 500 miles, but the journey can be broken as convenient.

Altogether, the itinerary suggested includes many important Italian art cities, and I would, in conclusion, stress the appeal of Ravenna, my favourite of them all.

A MAGIC-CARPET AIR CRUISE

A most unusual and fascinating nineteen-day air cruise is offered by Wings Ltd. (48, Park Road, N.W.1). From London you fly to Athens (one night), thence to Aleppo (two nights). Teheran (three nights) provides some interesting excursions, and then the flight continues to Isfahan, the city of the blue-tiled mosques, and to Shiraz, where two nights are spent and the sightseeing includes an excursion to Persepolis. Four nights are included in the itinerary for Bagdad, with a visit to Ctesiphon, and this modern magic carpet—the same plane is used throughout the tour—whisks you to Mosul and Damascus (two nights). It is possible that the traveller will see Palmyra. The final goal is Nicosia (two nights), with an opportunity to see something of Cyprus. From this wonderful island a day flight brings you back to London on the nineteenth day. The charge, including all excursions and accommodation in the best available hotels, is only 235 guineas—a travel bargain surely, and one which I myself do not intend to miss.



The railway runs close beside the river in the Rhône Valle is the line along which the new Trans-Europe "Cisalpin" ex

The Stockalper Castle at Brigue, on the Swiss frontie

itzerland. In the background are the Valais Alps. This
ns from Paris to Milan, covering the 511 miles in eight hours

y. **Right:** Another panoramic view of the Rhône Valley

The " Gottardo," one of the new Trans-Europe expresses on the St. Gotthard Pass

NEW EXPRESSES TO ITALY

The fastest surface time ever achieved between Paris and Milan is now being recorded by the " Cisalpin " Express. This is one of the new Trans-Europe expresses to Italy introduced into service at the beginning of this month. The other is on the Zurich—Milan—Zurich route. The initiators of these services are the French National Railways, the Swiss Federal Railways and the Italian State Railways. A specially designed type of electric train is being used which overcomes the need for changing locomotives through the different countries in which varying strengths of electric current are employed. The driver of a new T.E. Express has merely to press a button in his cabin to switch over from one electric system to another.

The " Cisalpin " leaves Paris at 1.15 p.m. and reaches its terminus in Italy at 9.15 p.m. Its counterpart in the other direction sets out from Milan at 2.55 p.m. and arrives in the French capital at 10.55 p.m. The " Gottardo " and the " Ticino " expresses are operating on the Zurich—Milan—Zurich service. The time taken between the Swiss and the Italian stations in any one direction is four hours, a remarkable feat over one of the hardest main line routes in Europe. All the new Trans-Europe expresses carry only first-class passengers. But it is worth noting that the single fare from Paris to Milan is no more than £9 5s. 0d. (By air the single fare is double this amount.)

During the summer months, passengers on the " Cisalpin " the " Gottardo " and the " Ticino " enjoy the pleasures of daylight travel and outstanding cuisine through some of the finest scenery in Europe. On the " Cisalpin " between Paris and Dijon it is difficult to believe, without checking with a stop watch, that one is being carried along at an average speed of 79.2 m.p.h. and not infrequently reaching 90 to 100 m.p.h. Sound-proofing and air-conditioning are among the reasons for this comfort. Not only do tourists enjoy these new T.E. expresses, they are also of obvious advantage to business men and should be of no little assistance in this age of the Common Market.

JOHN STEEL

BOOKS

AN IRISH CHILDHOOD

Frank O'Connor's autobiography; Portrait of James Skinner of Skinner's Horse; and this week's fiction

Hanging over Ireland's history is a curious pall of fatalism, as if the Irish, for all their charm and buoyancy, were convinced that nothing could come right for them. In part this was undoubtedly due to the grinding poverty imposed in the nineteenth century. But it also seems to be a racial characteristic. The story of the Irish Troubles ends in the tragic farce of the Civil War, acted out in an air of unreality. Frank O'Connor's autobiography AN ONLY CHILD (Macmillan. 21s.) contains one of the best and most eloquent descriptions of being involved in civil strife. He describes the events in which he took part as a young revolutionary, up to the time of his imprisonment in 1922-23, as a period when a nation was engaged in collective improvisation. It was an amateur war when one side's front line would dissolve as the soldiers went off to Mass, and fighting became a matter of personalities as much as slogans. Frank O'Connor quotes a highly pertinent remark made by his mother—" If there were no wild boys there would be no great men." Ireland, in the last half century, has produced its share of great men from Yeats to Michael Collins, but it has its full share of wild boys, too.

Frank O'Connor's book is more than personal reminiscences of the Troubles. It is a brilliantly exact evocation of his childhood. That intense, sharp vision of a child is recaptured in a prose as vivid as it is controlled. The author was born in 1903 in Cork. His mother was a remarkable woman, whose early life was full of the gnawing insecurity of the penniless orphan. His father was an amiable, if incompetent military drummer, subject to wild alcoholic excesses. The story of their life seen through the young Frank O'Connor's eyes is filled out with sharply comic portraits of neighbours, preachers, small boys, revolutionary adolescents and professional killers. One of the most telling of the portraits is of Erskine Childers, a romantic figure if there ever was one, recalled as a professional English soldier lonely and bewildered amid an Irish fanaticism which did not care if he lived or died for the cause to which he had given himself.

To the 1960's, the Irish Troubles is a period remembered with a fascinated horror, mingled with a nostalgia for the heroic gesture. I wonder if nostalgia isn't one of the key emotions of our times. It is strange, for instance, how much a hold the long, sun-filled Edwardian afternoon, with its elegance and solid prosperity, has on the minds of even those who have never experienced anything like it. And one can go farther back, to the days of the British in nineteenth-century India.

PRINCESS IRENE OF THE NETHERLANDS, the second daughter of Queen Juliana, appears as the Duchess of Orleans in a play based on the life of the French poet Françoise Villon, presented by students in Utrecht

I am reminded of this by a biography of one of the most famous of military figures in Indian history, James Skinner, the creator and leader of the light cavalry regiment Skinner's Horse. SIKANDER SAHIB (Heinemann. 25s.), by Dennis Holman, is illuminated by solid research and a feeling for the period. James Skinner was born in 1778, the son of a Scotsman and an Indian woman. By the age of twenty-five, he was renowned as a cavalry leader in the service of the powerful Sindhaia. It was a period when freelance soldiers from many parts of Europe grew rich in the service of Indian princes, impoverishing their land in devious conflicts. Skinner passed into the service of the British, who were consolidating their rule in India. His cavalry, known as the Yellow Boys, took part in many famous battles and eventually James Skinner was honoured by the British, who had long treated him badly since he was an Anglo-Indian. Dennis Holman's book is a colourful tribute to a remarkable man.

The tensions between Indians and British in the 1930's, when in the efforts to assimilate each other's cultures both managed to misunderstand each other, form the background to Attia Hosain's novel SUNLIGHT ON A BROKEN COLUMN (Chatto and Windus. 18s.). Miss Hosain's story of a young, upper-class Indian girl's struggle to emerge from the claustrophobia of family life is described in a concise prose which manages to capture both the luxuriant surroundings and the poignant

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A FULL LIFE

The autobiography of Peter Scott

It is often said that the British distrust versatility, preferring their heroes to be single-minded seekers after an objective. That role would never suit Peter Scott, the son of Scott of the Antarctic, painter, ornithologist, traveller, naval officer, yachtsman, glider pilot, author and broadcaster, who has now written his autobiography. He calls it THE EYE OF THE WIND (Hodder and Stoughton. 42s.), and throughout these 662 pages there is a constant change of scene and interest, the reflection of an intensely busy life. " I can think of nothing sadder than to live a happy life without recognising it," says Peter Scott. For him there have always been rather too many things to do in any given day, and he has sought to savour every waking hour. This is an autobiography written with modesty and humility, for the simple reason, perhaps, that the author is content to lose himself against the mighty background of the world of nature in which he is so well pleased. *The Eye of the Wind* will win many new friends for its talented author in the years ahead.

In the late afternoon of March 20, 1942, a mounted detachment of the Burma Frontier Force rode into the bomb-shattered town of Toungoo, in Central Burma, and at its head rode Captain Arthur Sandeman of the Central India Horse. Sandeman, despite his thick glasses and his pronounced stoop, was a born cavalryman, an individualist with a passionate love for horses and all that goes with horses. Twenty-four hours after reaching Toungoo, Sandeman and half his troop were dead, having ridden right into the jaws of death, a Japanese ambush near Toungoo airfield. Sandeman's instant reaction was to draw his sword and to call on his trumpeter to sound the charge. So he died, as he had probably dreamt of dying, gallantly in this last mounted charge in the long and glittering history of the British cavalry. James Lunt gives this story pride of place in his fascinating symposium CHARGE TO GLORY: A GARLAND OF CAVALRY EXPLOITS (Heinemann. 21s.). Other highlights in this dashing chronicle are Kellerman's charge at Marengo, when victory was snatched from defeat on that blazing June day and a little of Napoleon's fame was rubbed off on a daring subordinate; the duel between Pleasanton and J. E. B. Stuart at Brandy Station that full-scale cavalry battle of the American Civil War; and of course Custer's embattled end at Little Big Horn. Mr. Lunt emphasises throughout these stories what a glorious inheritance is the cavalry spirit.

Now turning for a moment from that romantically out-of-date arm, the cavalry, we are asked to look at some of the now out-of-date arms with which we have marched to triumph and disaster across the centuries. Colonel H. C. B. Rogers's WEAPONS OF THE BRITISH SOLDIER (Seeley, Service. 35s.) takes us from the bill, principal weapon of the Saxon kings, and the battle axe, right through to modern times to the Lee Enfield in all its manifestations. It is all there, lock, stock and barrel, and some admirable drawings and photographs illustrate the text.

Stephen King-Hall has been a constant and usually shrewd commentator upon British and world events for a long time now, and despite the idiocies of the past, affairs like Passchendaele, the madness of Nazi Germany, and one or two other matters on which he does not fail to pass judgement the author still feels that " man can chart a fruitful course." OUR TIMES; 1900-1960 (Faber and Faber. 28s.) summarises six decades of unrest and upheaval, and in a postscript gives a slightly doubtful welcome to the exploits of Comrade Gagarin in orbit. " All this," says King-Hall, " might take the arms race into space." This is controversial fare (as one would expect) and most readable.

P. M. Holt's A MODERN HISTORY OF THE SUDAN (Weidenfeld and Nicolson. 27s. 6d.) is a comprehensive political, social and economic survey of the highest importance. Mr. Holt, Reader in History at London University and expert on Near and Middle East affairs, traces the evolution of the present-day Republic of the Sudan, showing the result of the historical process which began in 1820 when Muhammad Ali Pasha of Egypt sent his soldiers to invade the Muslim lands to the south.

Here are two new additions to the celebrated Baedeker series. BAEDEKER'S TOURING GUIDE TO FRANCE (Allen and Unwin. 42s.) is one of the new lightweight volumes in flexible plastic binding. All the great routes are followed, and there is also an excellent gazetteer. There are maps galore. BAEDEKER'S COLOGNE AND BONN (Allen and Unwin. 16s.) brings up-to-date information about this heavily bombed and now much rebuilt Rhineland area.

R. C. E.

emotions of her characters. To say that it is an Indian love story is to omit all reference to the author's understanding of the political currents of the time.

Any new novel by J. B. Priestley arouses the reviewer's interest. His latest, SATURN OVER THE WATER (Heinemann. 18s.), described on the blurb as a fast-moving novel of action, has me in a quandary. I found it dissatisfying and I am not too certain why. It is a picaresque yarn of a young English painter involved in a quest for a missing husband which takes him to New York, Peru, Chile and Australia, meeting on the way, as they say, a host of characters. It includes a world-wide conspiracy and a passionate love affair, and would thus appear to be a speedy, if not believable, thriller. Unfortunately it has an air of flatness about it, as if Priestley did not believe it either—a fatal air of fabrication. But I do not expect to hold a majority opinion about this.

In comparison, the factual information contained in THE TAKERS (Gollancz. 18s.), by Max Ehrich, is all too believable. It is a portrait of American acquisitive business life, written about those on either side of the income tax collection fence. Neither the collectors nor the collected from are honest, whether from greed or social pressures. The novel's main theme is the tragedy of a tax assessor who takes bribes to eke out his salary which is not sufficient to support his family and his dying mother. Parts of the novel are undigested case history. Nevertheless it is a painful reminder that money can be a terrible problem in a society which uses it as its chief standard.

Although American novelists have by now produced an exhaustive survey of American business habits, particularly in New York, with characters ranging from clerks to tycoons, the City of London remains comparatively unexplored territory for English writers. NEW YEAR'S EVE (Cassell. 15s.) is by Michael Cornish and throws light on the habits and living conditions of two ambitious clerks in a small firm in the City. The two protagonists are very different in character and the conflict between them over the ethics of leaving their employer in the lurch provides the core to the novel.

Two historical novels this week can be dismissed briefly but favourably. Henry Treece's JASON (Bodley Head. 18s.) is a first person narrative by that most symbolic of Greek voyagers. Myth is given a solidity of fictional detail, which brings to life Corinth and the violent Mediterranean.

VOLTAIRE AND THE CALAS CASE (Gollancz. 21s.), by Edna Nixon, is a re-creation of a cruel miscarriage of justice 200 years ago. Marc-Antoine Calas committed suicide in Toulouse in 1761. The following year his father died on the wheel accused of his son's murder. Voltaire, with his passionate libertarianism, fought bitterly and selflessly to overturn the sentence and obtain compensation for the widow. Told with restraint and scholarship, the story has great impact.

Muriel Spark's VOICES AT PLAY (Macmillan. 16s.) is a collection of radio plays, written by her for the B.B.C., and short stories. The radio plays are disappointing. They appear to have lost a dimension in the transition from the spoken to the printed word, but the stories contain that horror-struck fantasy and terrorising banality which is Miss Spark's trade mark.

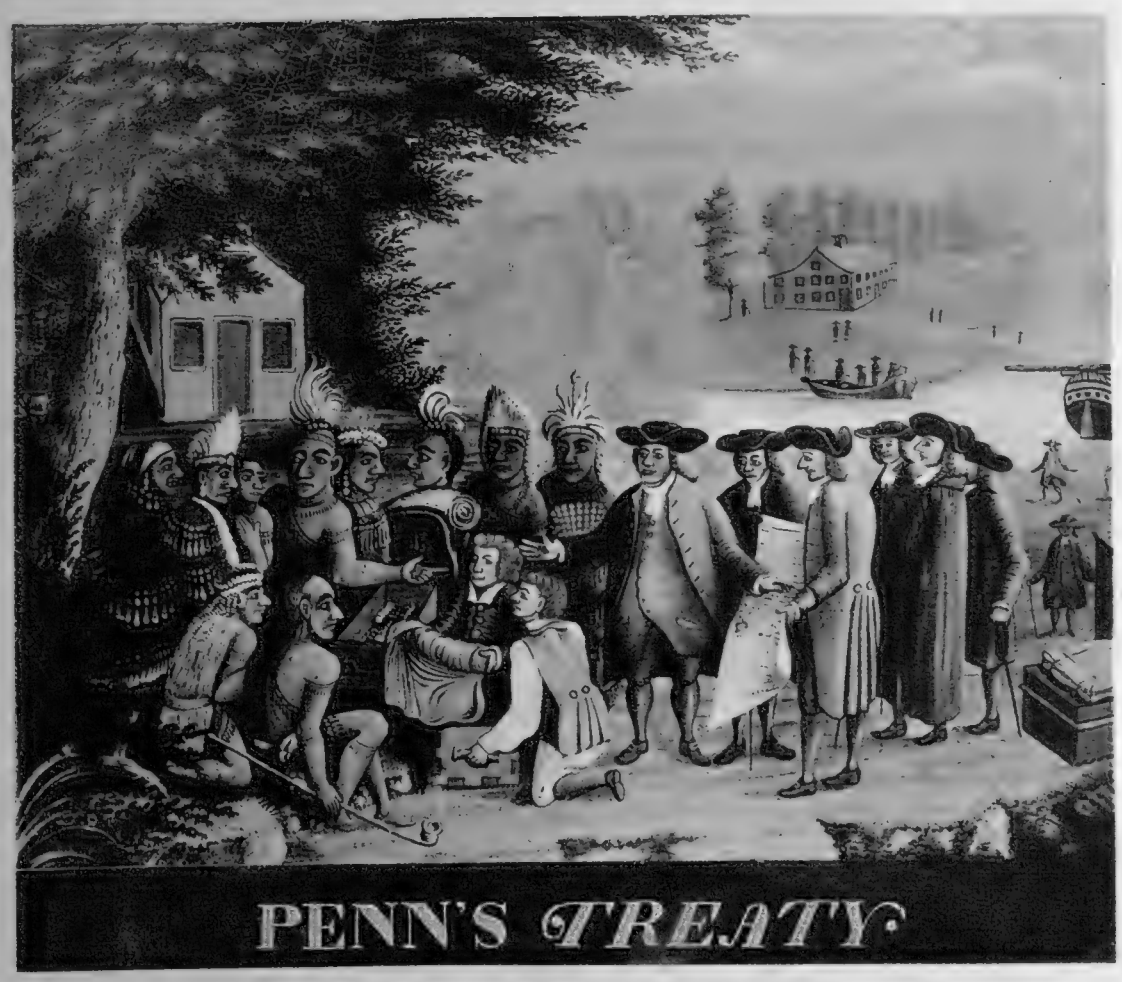
Happily improbable is THE MAN WITH THREE JAGUARS (Methuen. 15s.), a Juan Llorca mystery by Delano Ames, set in a seaside resort being built in Spain and ruled by an English millionaire with a taste for swearing and toy soldiers. Despite the plot, it is not to be missed by the author's fans.

Jolyon Wimhurst

"Charleston Square," painted in 1872 by C. J. Hamilton, is one of the oil paintings on view at Claverton Manor

AMERICAN ART IN BRITAIN

Claverton Manor, a Regency country house near Bath, in Somerset, has been restored to become the home of the first Museum of American decorative art to be established outside the United States. This summer, it is also providing the opportunity to see a range of American paintings, little known in Britain. The seventy paintings, drawings and sculptures have been lent by the Rockefeller Folk Art Collection, Williamsburg, Virginia. Among the works on show are five paintings by the noted Quaker artist, Edward Hicks, entitled "The Five Peaceful Kingdoms" of which "Penn's Treaty" is one. The museum is open until mid-October.



A painting by Edward Hicks, dated 1830, and entitled "Penn's Treaty with the Indians"

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Arnold Lindley

The chairman and sole managing director of The General Electric Company Ltd. since January 1 of this year, Mr. Lindley was an apprentice when he began his career with the company. One of a family of seven, he was born in Kent in 1902. He received a secondary L.C.C. education and joined G.E.C. in 1918. During his apprenticeship at the Erith Works, he took a part-time course at Woolwich Polytechnic for four years, eventually becoming an M.I.Mech.E. His ability at mathematics and his interests in engineering projects demanding meticulous care gained him a high reputation in the turbine and heavy engineering design departments. In 1932, Mr. Lindley was transferred to South Africa and became chief engineer of the British General Electric Company Pty. Ltd. of South Africa. Soon he was appointed a director and assistant general manager of that company. He was also appointed a director of the East Rand Engineering Company, in which capacity he pioneered the manufacture in South Africa of heavy mining and other equipment. The South African Government later asked him to advise on the layout and equipment of new heavy engineering works. In 1949, Mr. Lindley was recalled from South Africa to become general manager of G.E.C.'s Erith works which he reorganised to meet the demand for the largest of power generating units. He was appointed a director of G.E.C. in 1953. On his recommendation the company entered the field of atomic energy in 1954 and the responsibility for these interests were placed in his hands. He is now an internationally-known figure in the nuclear energy and engineering world. He has visited the U.S., Canada, South Africa, Australia, India and Western Europe to discuss the development of nuclear power. Married with a son, a daughter and five grandchildren, Mr. Lindley lives at Chislehurst, Kent. He is a member of Chislehurst Golf Club and the Medway and Erith Yacht Clubs

Looking upstream on the river Rheidol in Cardiganshire, Wales, towards the Nant-y-Moch Dam. Being built by The Cementation Company for the Central Electricity Generating Board, the dam is part of the complicated Rheidol hydro-electric scheme. This includes two power stations—Cwm Rheidol, which will have two 18-mW generating sets, and Dinas, which will have one 12-mW generating set. The dam is 170 ft. high and 1,150 ft. long and will hold back 5,700,000,000 gallons of water. There is a two-and-a-half-mile tunnel to carry water from the dam to the Dinas power station. Work began on the scheme in the autumn of 1958 and it is hoped that the main station will be in operation early next year

POWER FOR WALES

The upstream entrance of the tunnel from Nant-y-Moch to Dinas power station. **Left:** A view looking eastwards, over the dam

The Trinity House Pilot vessel *Patrol* after being launched at the Brooke Marine Ltd. shipyard at Lowestoft, Suffolk. She is the first of two similar craft ordered by Trinity House and she will be used as a tender between the Dover and Dungeness pilot stations. The vessel is 139 ft. overall with a designed speed of nearly 13 knots

The 8,800-ton cargo liner, *Ilesha Palm*, slides down the slipway in the shipyard of Swan, Hunter and Wigham Richardson Ltd., at Newcastle. The last of a series of twelve ships built on Tyneside for the Palm Line over the last five years, she was launched by Mrs. Flora Azikiwe, the wife of the Governor-General of the Federation of Nigeria

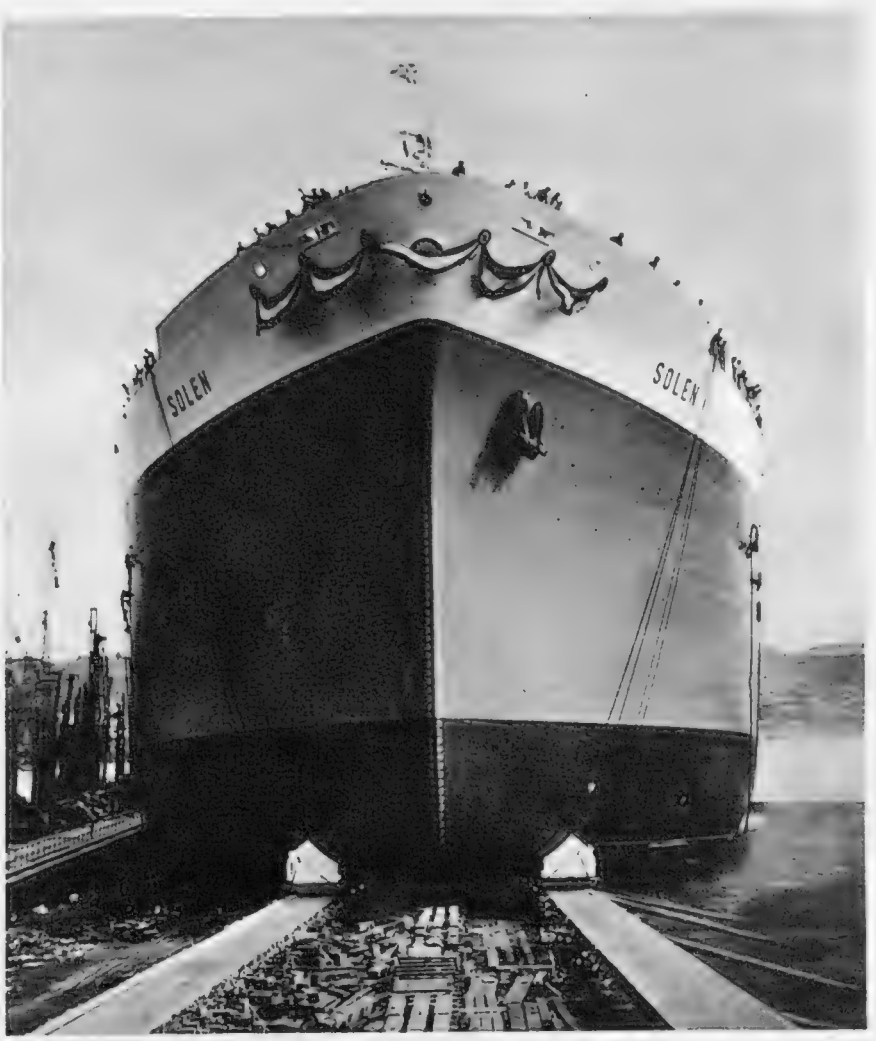
M.V. *Marietta*, a cargo vessel with a dead weight of 13,000 tons, sails on her trials in the Firth of Forth. She was recently completed in the shipyard of The Burntisland Shipbuilding Co. at Burntisland, Fife. Built to the order of Panultra S.A. of Panama, the vessel has a service speed, fully loaded, of approximately 15 knots

The motor yacht *Mercury* is seen during her trials in the Solent-Spithead area. The remarkably fast vessel built by Vosper Ltd., of Portsmouth, reached a speed of 54 knots. Developed from the *Brave* class of Royal Naval Fast Patrol Boats, *Mercury* is powered by three Bristol Siddeley Marine Proteus gas turbines. The 102-ft.-long yacht is owned by Mr. Stavros Niarchos. Accommodation consists of a sitting- and dining-room **(centre)** and a double cabin and bathroom. There are also one single cabin and a stateroom for guests **(right)**

Gilsland, a 10,200-ton cargo ship, is launched at the Fife shipyard of The Burntisland Shipbuilding Co. Ltd. The vessel is unusual in that it can be converted from an open shelter deck cargo ship to a closed shelter decker with the minimum modifications. Intended to carry a variety of cargoes, she has been built for Stephenson Clarke Ltd., of London

LAUNCHED IN BRITAIN

The m.v. *Nina Bowater*, 5,400 tons, a raw materials and newsprint carrier for the Bowater Steamship Co. Ltd., enters the waters of the Tay after her launching at the Dundee shipyard of The Caledon Shipbuilding and Engineering Co. Ltd. She is the third vessel to be built by Caledon for Bowaters and is strengthened against the ice she may encounter in Northern Waters



At Wallsend-on-Tyne, Northumberland, the 65,000-ton tanker *Solen*, the largest to be built in Britain, moves down the slipway after being launched by Mrs. Reginald Maudling, the wife of the President of the Board of Trade. Built for Shell Tankers Ltd. by Swan, Hunter and Wigham Richardson Ltd., the 818-ft.-long tanker was launched with her boilers and superstructure already in position. Her sister ship, *Serenia*, has just completed her trials

BRITAIN'S BIGGEST TRAWLER

The distant waters trawler, *Lord Nelson*, was built at Bremerhaven in Germany for the Lord Line, a subsidiary of Associated Fisheries Ltd. She reached Hull recently from the builder's yard. The *Lord Nelson* is a revolutionary vessel in that, unlike conventional trawlers, she is designed to fish from the stern, instead of from the starboard—the normal practice. Another innovation is that she freezes half of her catch at sea, the first British distant water trawler to do so. It is claimed that this practice means that fish caught as far away as the Arctic Circle will arrive in Britain as fresh as when caught. Nearly 240 ft. long, the *Lord Nelson* was built at a cost of about £450,000 and is fitted with the latest equipment, including long-distance radio and radio-telephone

The *Lord Nelson*, at 1,200 tons Great Britain's biggest trawler, docked in Hull

Left: The conveyor belt on the main fish deck. It carries cleaned fish through washing apparatus to the freezing compartment. **Right:** The exit from the washer

Below left: The stern of the trawler is designed so that the nets can be pulled in aft instead of over the side. **Below right:** Looking along the deck past the funnel

GOOD LIVING

By Ganymede

A recent flying visit to Luxembourg reminded me once more of the exceptionally high standards of food and wine in the Grand Duchy. I had some excellent meals, although they were of necessity rather simple, as my visit coincided with a heat-wave. None of them, however, was capable of extinguishing the memory of a dinner eaten at the restaurant Cravat in Luxembourg City on a previous visit. On that occasion we were not hampered by the exigencies of the weather. In the cool of the autumn, after a day's motoring, we were healthily hungry. We had to be, if only for the sake of the fabulous *hors d'oeuvre* which preceded our main course.

We were invited by our waiter to rise, plate in hand, and walk round a long table laden with a gargantuan selection of the most attractive dishes of everything you could think of. Knowing that this was only the introduction to our meal in an establishment of high gastronomic reputation, we tried hard to go easy on helping ourselves, but so appetising was the selection before us (crayfish to caviar, not to mention the *foie gras*, and many other delicacies) that, even exercising the greatest restraint, we returned to our table with plates piled high. After such a delectable and prodigious first course it was only just possible to appreciate fully the delicate flavour of our *Poulet au Riesling* and the ice cream confection we had for pudding. The wine, which must have been a 1958 vintage Moselle, did not impress me very much, and quite frankly, during that earlier visit, I dismissed the Luxembourg Moselles as the poor sisters of the wines made on the German side of the frontier. This time, drinking the 1959's, I was pleased to revise that first impression. Every glass I had, even the humble *ordinaire*, was deliciously fresh, and fragrantly fruity, yet dry. But more about the wines later.

The standard of cooking is very high wherever you go in Luxembourg. This is no doubt due to its fortunate geographical position, being placed, as it were, at the cross-roads of Western Europe, jammed between France, Belgium and Germany. The best influences of these three countries are superimposed on a healthy, peasant economy (the important steel industry only occupies a small part in the south). An economy which is wholly self-supporting as regards food cannot fail to have a beneficial effect. The homely specialities are the *Cochon au lait en gelée* and the delicately flavoured Ardennes ham. The best examples of this are produced on individual farms on a small scale. Their secret is in the curing and careful smoking over wood fires which transfers the bouquet of the particular tree to the pork and in the quality of the meat from pigs entirely fed on household swill and acorns. The rivers yield succulent trout, crayfish, pike and roach. Pastry shops abound, and the quality of their products is on a par with the best Swiss or Belgian pâtisserie. Local specialities using the home distilled fruit-spirits are *tarte au quetsch* and *omelette soufflée au kirsch*. Quetsch is a spirit made of a variety of plum, and Kirsch comes from cherries. There is also *Prunelle* and *Mirabelle*. France can be divided into the territories of olive oil, pork and goose fat and butter; in the whole of Luxembourg, butter and pork lard is used equally and often together. I have eaten roast chicken in the northern part of the Grand Duchy which owed its particularly fine flavour to having been basted with a mixture of butter and lard.

As I said earlier, I particularly enjoyed the splendid dry white wines made on the Luxembourg part of the Moselle. During my most recent visit, they were all of the 1959 vintage. Perhaps, generally speaking, they do not possess the delicacy of the best German Moselles, but I have come to the conclusion that in a good year, such as this, they need not be ashamed of having been made on the wrong side of the border. As is the German and particularly the Alsatian practice, these wines are named after the grapes they are made of. In addition the name of the village is used for the higher quality wines. In the average year these wines are often too acid, being grown on the northern fringe of European viticulture, and they need a " golden " year like 1959 to be really first class. The grapes used are Sylvaner, Auxerrois (a variety of Pinot) blanc, and that great aristocrat of white wine-producing grapes, Riesling. The small yield of this noble grape is combined with the prolific Sylvaner in a cross between the two, the Müller-Thürgau grape (named after its Swiss originator). Successfully grown in Germany, it is also popular in Luxembourg. Many of the wines are named Riesling-Sylvaner. These are either the wine from these grapes, or a blend of the two wines. Very good sparkling wines are made by the *méthode champenoise*, which in my view are equal in quality to the German sparkling Moselles. Another variety of bubbly wine is the *vin perlé*, with rather less gas in the bottle.

On my return to England I was determined to find some of the examples of my new " discoveries " here, but, alas, my search met with disappointment. My trade directory lists two firms as shippers of Luxembourg wine. The first, Mr. Hallgarten told me that his firm has not imported any Luxembourg still wines for the last eight or ten years. It seems that in average years there is not sufficient demand to warrant shipping them, and their price is not sufficiently attractive compared to the German Moselles. I had the same answer from the other firm. Mr. Hallgarten's company, however, market an excellent Sparkling Moselle from Luxembourg, St. Martin of Remich, which retails at 17s. 6d.

INDUSTRY AND THE STOCK MARKET

PAPER'S FUTURE

By "THE SPHERE" CITY CORRESPONDENT

" Linked as it is by packaging to an ever-growing standard of living, and with its products reaching into almost every branch of industry and commerce, the paper industry can look forward confidently to a continued growth in sales." This was the view recently put forward by Albert E. Reed, one of Britain's largest paper and packaging groups. Output of paper tends to follow trends in the economy as a whole. Between 1954 and 1959 paper and printing production rose by 17 per cent. during a 12 per cent. increase in total industrial output. Britain's paper industry has been steadily broadening its interests and in 1955-60 consumption of paper and board products rose by over one-half—much faster than total private spending. New uses for paper have brought a rapid growth in demand since 1950; newsprint consumption has grown by over 40 per cent. and printing paper for mass-circulation magazines by more than 50 per cent. The use of packaging materials for food has meant a 40-50 per cent. growth in the use of folding cartons and food wrapping papers. New uses for paper have also appeared in paper tissue products and paper towelling.

Overall, consumption of paper is expected to grow by 3½-4 per cent. a year. This would double output over the next 20 years with the main impetus for expansion coming from the widening use of packaging in retailing and from new uses for paper. In Britain's paper industry to-day out of every 100 tons produced roughly 41 tons represent wrapping papers, 29 packaging products, 17 printing papers and another 13 newsprint. For investors, to whom the attractions of paper's growth possibilities are clear, an important feature is that the industry is divided into large units. Probably best known is Bowater, a group with close to £200,000,000 of assets, which draws about three-quarters of its profits from abroad, notably North America. Bowater has also been expanding its interests in Europe, and now ranks as one of the largest units in the world paper business with a capacity of over 1,750,000 tons a year. After mild setbacks in 1955 and 1957, profits have moved ahead steadily, though Sir Eric Bowater warned shareholders some weeks ago that 1961 profits would probably show little change on the previous year's. Shareholders' dividends, which were held at 12½ per cent. in 1956-58, were raised to 15 per cent in the following year and now stand at the equivalent of 16⅔ per cent.

Inveresk Paper Company, which deploys well over £20,000,000 of assets, has reported a progressive profit trend since 1958. Earlier this year the Chairman, Mr. C. Sneeling, stated that profits had been maintained for the first four months of the 1960-61 year and that the older position still remained good.

Another of the larger units in the paper industry, in this case linked to the Daily Mirror and Sunday Pictorial newspaper groups, is Albert E. Reed. This group, which is headed by Lord Cornwallis, has recently taken over the paper interests of its newspaper associates in Britain and North America. This move strengthened Reed's position in newsprint while nearly half of its output still goes in wrapping paper and another 32 per cent. in packaging products—both important growth sectors. Current dividend rate is 16 per cent. This is an increase from the 14 per cent. two years ago. Prospects for the current year, however, reflect the pressure on profit margins reported by the Bowater group.

For consumers, probably the best-known outlet for paper is in stationery and allied products, where John Dickinson, a £23,000,000 group, have established a leading position. Profits of Dickinson have expanded slowly but steadily in recent years. Ordinary shareholders were given a capital payment last year and now receive an annual 20 per cent. dividend, against the 16 per cent equivalent rate that was paid in 1957. Commercial and business papers represent nearly one-third of turnover and speciality papers another 13 per cent. In fine papers, which have many uses in the office and commerce, one of the leading groups is Wiggins Teape. Profits have recovered in recent years from the decline which characterised 1955-57 and an important new pointer lies in the recent link with British-American Tobacco. The two companies have set up a joint £15,000,000 concern mainly to expand their overseas interests.

For investors who are impressed by the expansion prospects of packaging materials, one leading choice is E. S. and A. Robinson, the Bristol group which employs over £30,000,000 of assets. Though the packing side of the paper industry has important growth potential, investors should realise that competition is keen and capital needs are heavy. Illustrating these trends, Robinson's record of trading profits showed a gentle rate of expansion during the middle and later 1950's, but earnings growth has been rather more pronounced over the past three years. A large share issue was made last autumn, while shareholders received no dividend increase between 1958 and 1960. Last year, however, the rate was increased from 16 per cent. to 17½ per cent.

Thanks largely to the tendency for profits to fluctuate, paper shares tend to give rather above-average yields. Bowater, for example, can be bought to yield close to 5 per cent. and must be reckoned an outstanding choice among paper equities. For investors concerned rather more with current income, A. E. Reed Ordinaries, offering about 6½ per cent., are a useful alternative. Share buyers interested in capital expansion possibilities on the packing side of the industry could consider E. S. and A. Robinson, whose current yield is about 4 per cent.

MOTORING

FOUR-WHEEL DRIVE

The Ferguson racing car; and other topics

By Courtenay Edwards

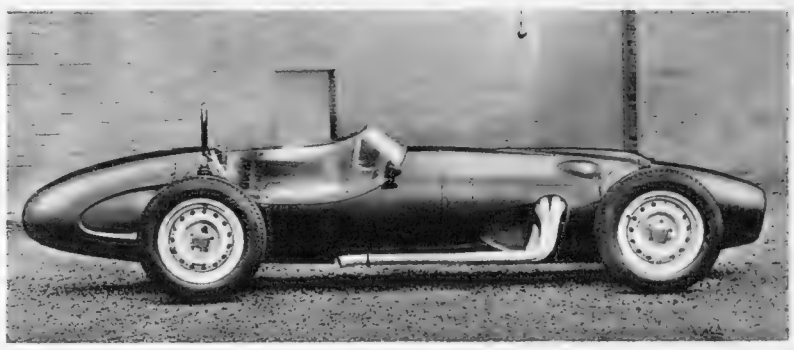
The new Ferguson single-seat racing car tells us more about the so-called "revolutionary motoring system" evolved by the late Mr. Harry Ferguson and his collaborators than has previously been officially admitted.

It makes one wonder all the more why the Ferguson research organisation run by ex-racing driver Tony Rolt has thought it necessary to be, to my mind, uninformative, about its projects and to build up an air of mystery about a design concept which many of us have known for a long time was far from revolutionary.

The outstanding features of the Ferguson racing car, built as a kind of mobile test bed to help with the development of the Ferguson passenger car, are its system of four-wheel drive (with an ingenious centrally-located master differential); its anti-lock braking system, using inboard disc brakes; its low unsprung weight; independent suspension on all four wheels; and twin master-cylinders for the braking system. The great virtue of this formula is that it ensures even distribution of both power and braking effort to all four wheels at all times. Its adoption for passenger cars would make a big contribution to road safety but it would be expensive.

For Ferguson road cars the use of a simple hydraulic system of automatic transmission is intended. The racing car uses a five-speed gearbox and multi-plate clutch. The drive goes through this gearbox to a master differential, covered by world patents and controlled by a duplex clutch unit which ensures that the drive is evenly divided between front and rear wheels. Before any wheel can start spinning the torque is transferred to the other pair of wheels until the speeds are synchronised again.

From the master differential the drive is taken through output gears and two shafts to the front and rear of the car and connecting with the final drive differentials. The master differential drives the Dunlop Maxaret control unit which rations the hydraulic pressure (supplied by an engine-driven pump) fed from the duplicated master-cylinders to the individual cylinders operating each disc brake. By a novel arrangement of free wheels and gears the power losses, tyre wear and excessive fuel consumption associated with conventional four-wheel-drive systems are eliminated, the designers claim. The Ferguson research organisation has engines of its own design, but in its racing car—designed by Tony Rolt and Claude Hill, his chief engineer—it is using a Coventry Climax unit mounted at the front.



Two views of the new Ferguson single-seat racing car, entered in the Inter-continental Formula Race for the British Empire Trophy at Silverstone last Saturday. The car has four-wheel-drive, with independent suspension all round, an anti-lock braking system, and other advanced design features. A Coventry Climax engine is used to power the racing car

A Bedford TK is loaded on board the 100th special train to leave Chiltern Green station, situated about two miles from Vauxhall Motors' Luton factory, since Anglo-Scottish Car Deliveries Ltd. introduced their rail delivery service between Luton and Falkirk last year

It is Aintree's turn to stage the British Grand Prix this year and it is being held this Saturday (July 15) by the British Automobile Racing Club. This is the British race counting towards the racing drivers' world championship, in which, following the sensational French Grand Prix, at Rheims, on July 2, Phil Hill is still leading with nineteen points, in spite of his failure at Rheims.

Ferrari, who have dominated the championship programme this year, are bringing a full team to Aintree. This Italian team has not yet won a British Grand Prix on this track. I think they are about to remedy this. Aintree has long been Stirling Moss's happy hunting ground but I don't think Mr. Rob Walker's Cooper or Lotus (whichever he decides to drive) will be fast enough to hold the Ferraris of Hill, von Trips and Ginther.

The Fiat company of Italy has announced two more six-cylinder models, both of which use a number of important British components. They are the 1800B (whose 1,795-c.c. engine produces 10 b.h.p. more than the 1800); and the 2,279-c.c. 2300 model, a development of the 2100. These cars will be on view at this year's London Motor Show and will be on sale in Britain soon afterwards. They have the same body shape as the 1800 and 2100 but both have Girling disc brakes on all four wheels and the 2300 has dual headlamps. On the more powerful model, Laycock de Normanville overdrive is available. It adds an extra top gear to the four-speed, all-synchromesh box, the device being controlled by two buttons on the steering wheel spokes: one for on, one for off. There is also the usual kick-down arrangement for cutting out the overdrive in a hurry.

The rear suspension of both new models has been revised to give a lower floor and this is reflected in a bigger boot and more headroom for the back-seat passengers. They have a demisting unit for the side windows and in addition to the normal facia control for the screen wipers there is a foot-operated button on the floor which works the wipers as long as it is pressed and at the same time produces jets of water. The engine cooling fan is thermostatically controlled, as in France's Peugeot 404.

I have been getting surprisingly good results with a simple transistor radio, of the portable type, resting on the vacant front passenger

(*Continued on page 112*)

ZEISS

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MOTORING

(*Continued from page 110*)

seat of a car not otherwise equipped with wireless. When I accepted an invitation to road-test the Pye Q6 model, which has six transistors and costs £16 16s., excluding battery, I was sceptical. I thought I should at least have to instal a car aerial (for the use of which this set makes provision). But it has not been necessary, though obviously the reception and freedom from interference would be even more impressive with an outside aerial.

The Q6 has a printed circuit, three easy-to-work control knobs, a 5-in. loudspeaker and needs one 9-volt battery. This is not one of those tiny transistors you can put in your pocket but it is incredibly light and measures only 9 ins. by 10½ ins., by 4 ins. It is a set you can easily take out of the car and use at picnics or in your bedroom. It is unfortunate that these marvellous little transistor portables are used so selfishly on the beach, on the promenade and even at cricket matches. There is nothing worse that having the beauty of some quiet rural retreat outraged by brassy pop music pouring out from a portable radio at full blast.

The lower noise level achieved with the latest model of the Citroen DS 19 has won such high praise that the same sound-deadening treatment has now been given to the 1D and Safari models. The French firm brackets this improvement with its pneumatic, self-levelling suspension and high-grade leather upholstery as "combining to give motoring of superlative comfort with freedom from fatigue." Noise can certainly be very tiring.

Briefly. . . . The Ministry of Transport is to carry out tests with a variety of smoke meters to see if there is a satisfactory method of "measuring" the clouds of diesel smoke which often pour dangerously from lorry exhausts. . . . Congratulations to the Morley brothers on gaining top place in the tough Alpine Trial in an Austin-Healey 3000 and to the Rootes Group on winning three team prizes in this event with their Sunbeam Rapiers. . . .

The 1961 R.A.C. Rally will be from November 13 to 18, starting at Blackpool and finishing at Brighton. . . . Car Pilots Ltd., is a London enterprise started by ex-test pilot Tom Brooke-Smith to provide uniformed drivers at short notice for customers' own cars at 17s. 6d. an hour (22s. 6d. after 6 p.m.). . . . The Chancellor is taking steps to prevent avoidance of the new £2,000 tax allowance on business cars by means of hire purchase agreements. . . . Three-wheelers which weigh more than 2 cwt. empty are not affected by the new regulation restricting L-drivers to motorcycles of up to 250 c.c. . . .

The Fiat 2300 saloon, with dual headlamps and Girling disc brakes on all four wheels

The Morley brothers' Austin-Healey 3000 negotiates a hairpin in the Alps on its way to win the Alpine Trial

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

SANDS AND SUNSHINE. Undoubtedly the happiest possible combination for holiday bliss. Though I cannot guarantee the latter, I can prescribe for the former but with the proviso that those still seeking accommodation during this year's summer school holiday period are likely to be disappointed unless they exercise the wisdom of Solomon and the patience of Job.

Before I list some recommended hotels which are blessed with a sandy foreshore, I would like to tender some advice on the best modes of approach—

(1) Assume in your inquiry that the hotel is already fully booked up.

(2) If this is so, give them elasticity of date and ask if you can be put on the waiting list in case of some cancellations.

(3) Don't be fussy about size or position of bedrooms (even if they are offered in an annexe). Express thankfulness if you can get in at all.

(4) Enclose a stamped addressed envelope for reply.

(5) Cross your fingers.

Please understand I cannot keep track of vacant accommodation, so write direct to one of the following.

KENT—THANET COAST. Wonderful sands and champagne-like air.

BIRCHINGTON-ON-SEA—*Beresford Hotel.* First class on private promenade and self-contained in holiday contentment. From £3 a day. Tel.: Thanet 41345.

Near BROADSTAIRS—*Fayreness Hotel,* facing greensward, sea and sands. Though fully licensed with bars, *Fayreness* still retains its country-house characteristics. From 12 gns. Tel.: Thanet 610011.

WESTGATE-ON-SEA—*Sea Grange Hotel.* Facing the sea and in a quiet selective resort. Here Mr. and Mrs. Garner cater for all ages. 10 to 15 gns. Tel.: Thanet 31698.

SUSSEX—BOGNOR REGIS. Famed internationally for both sands and sunshine.

Royal Norfolk Hotel. Under the same ownership as the *Stafford Hotel,* London, and therefore in the top class. Terms from 50s. a day. Tel.: 2241.

Black Mill House Private Hotel. Specially caters for parents with young children in the summer season. From 9 gns. Tel.: 1945.

Near BOGNOR REGIS, MIDDLETON-ON-SEA—*Ancton House.* A sixteenth-century farmhouse which in the guest-house category might be labelled as five star! Only six bedrooms, but with private bathrooms and the whole house charmingly furnished plus delectable food. From 8 gns. Tel.: Middleton-on Sea 2482.

SELSEY—*The Thatched House.* A charming guest-house hotel, with a garden leading down to the water's edge. Very good homely cooking. From 8½ gns. Tel.: 2207.

ISLE OF WIGHT. My recommendations include—

BEMBRIDGE—*Royal Spithead Hotel.* A family hotel catering for all ages by sands, sea and famous sailing club. From 14½ gns. Tel.: 122.

SANDOWN—*Royal Cliff Hotel.* As its name suggests, is in a royal position away from the throng but with sea and sands immediately below. From 10 gns. Tel.: 138.

SHANKLIN. A cliff lift transports one to a sandy sea shore. My recommendations are because in each case they have been under the same personal management for thirty years or more—

Shanklin Towers Hotel. 54 bedrooms, under the personal direction of Mr. and Mrs. Mitchell. Terms from 9 to 15 gns. Tel.: 2625.

Medehamstede Hotel. Mr. and Mrs. C. G. Crawley's "child," and in growing up all the good points of a pedigree hotel have developed with it. Terms from 9½ to 15 gns. Tel.: 2101.

HAMPSHIRE—BOURNEMOUTH AND POOLE. The sandy coastline extends from Hengistbury Head to the entrance to Poole Harbour. Thanks to an admirable public transport system, all the 3,000 hotels and more are "within easy access of the sea."

Arncott Hall Hotel, Poole Road. Ten minutes' walk of West Cliff face. A sound unlicensed family hotel. Terms from 9 gns. Tel.: Westbourne 63050.

Bourne Hall Hotel. Almost opposite the above and two minutes' walk from Bournemouth West Station. For over 30 years under the personal direction of Mrs. Ivy Bray. Fully licensed. Terms from 10 gns. Tel.: Westbourne 63333.

Chesterwood Hotel. A progressive and admirably run hotel on East Cliff. 40 bedrooms. Terms 9 to 15 gns. Tel.: Bournemouth 28057.

Carlton Hotel. One of Bournemouth's three five-star hotels. 150 bedrooms, 60 with private bath. An admirable family hotel. Terms 48s. 6d. to 65s. daily. Licensed. Tel.: Bournemouth 22011.

East Cliff Court Hotel. Associated with the Carlton above and with similar high standards. 75 bedrooms, 37 with private bath. Terms from 45s. daily. Tel.: Bournemouth 24545.

Cliff End Hotel. Situated at the terminal of Manor Road and the main Boscombe/Bournemouth road. Level walk through attractive Boscombe gardens to sands. Close by trolley buses to all parts of Bournemouth. 29 bedrooms. Terms 9 to 12 gns. Unlicensed. Tel.: Bournemouth 34432.

Cranbourne Hall Hotel. Central and quietly situated just off Winter Gardens. Lies in the path of the sun. A very ship-shape hotel. 48 bedrooms. Unlicensed. Terms from 8 to 13 gns. Tel.: Bournemouth 25391.

Courtlands Hotel. At the Boscombe end and within three minutes of sands. An admirable, family-run hotel catering for all ages. 50 bedrooms. Club bar. Terms 9 to 16 gns. Tel.: Boscombe 33070.

Heathlands Hotel. Grove Road, East Cliff. An up-and-coming, first-class, licensed family hotel of now over 100 bedrooms. Here they cater for all from cradle to carpet slippers in a friendly and experienced manner. From 10 gns. Tel.: Bournemouth 23336.

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